

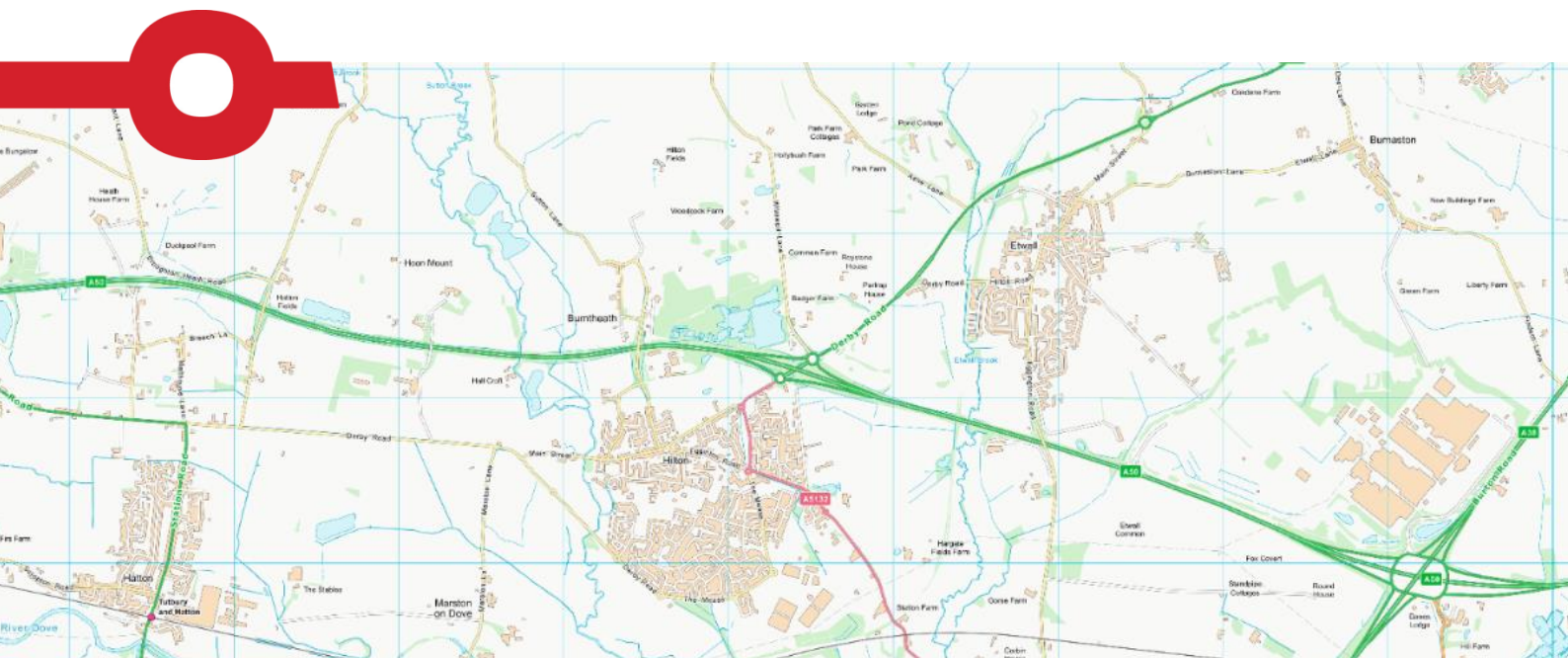
Lucas Lane, Hilton

10/01/2019

Reference number 107725-003A Travel Plan



TRAVEL PLAN



SYSTRA

LUCAS LANE, HILTON

TRAVEL PLAN

IDENTIFICATION TABLE

Client/Project owner	Providence Land Ltd
Project	Lucas Lane, Hilton
Study	Travel Plan
Type of document	Report
Date	10/01/2019
File name	107725 - 003 Travel Plan - V001.docx
Reference number	107725 – R003A
Number of pages	43

APPROVAL

Version	Name		Position	Date	Modifications
003	Author	R. MacVeigh	Assistant Consultant	05/06/2018	Draft
	Checked by	E O'Neill	Associate	05/06/2018	
	Approved by	E O'Neill	Associate	05/06/2018	
003A	Author	J Tynan	Consultant	10/01/2019	Final
	Checked by	E O'Neill	Associate Director	10/01/2019	
	Approved by	E O'Neill	Associate Director	10/01/2019	

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Appendix A – Indicative Site Masterplan

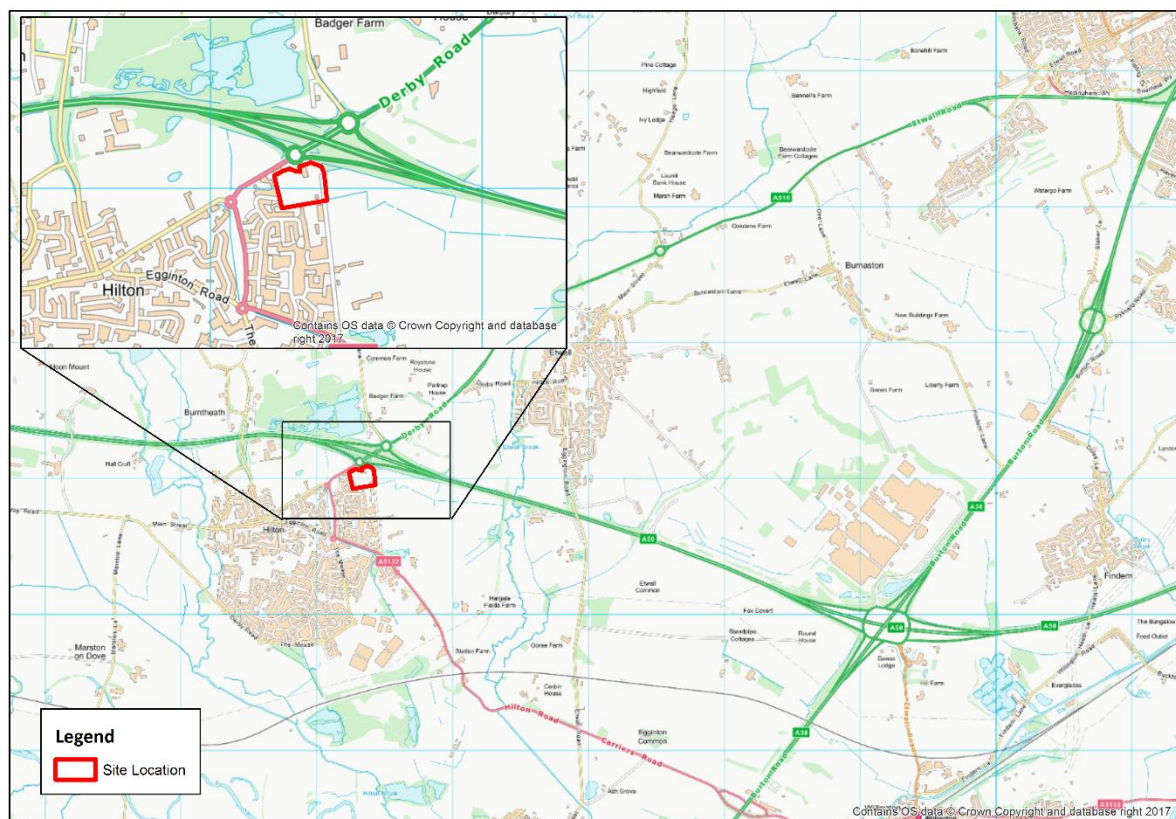
Lucas Lane, Hilton	
Travel Plan	107725 - R001
Report	10/01/2019

1. INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan has been prepared by SYSTRA Ltd on behalf of Providence Land Ltd in support of a planning application for a proposed residential development on land located off Lucas Lane in Hilton, Derbyshire.
- 1.1.2 The proposed site is located in Hilton, approximately 1km northeast of the town centre. The site is bound to the east by Lucas Lane, to the south and west by existing residential developments and to the north by the A5132 and its junction with the A50 Derby Southern Bypass.
- 1.1.3 The site is shown in both a local and strategic context in **Figure 1**, while an indicative masterplan has also been prepared which shows how the development could be provided is attached within **Appendix A**.

Figure 1. Site Location



- 1.1.4 The Lucas Lane development is proposed to comprise of 61 dwellings. The site will benefit from two separate access points. The primary access will be in the form of a simple priority junction accessing 41 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 20 dwellings.
- 1.1.5 Lucas Lane itself gains access to the wider road network on the A5132 Egginton Road east of the town centre.

1.2 What is a Travel Plan?

- 1.2.1 Travel Plans are evolutionary documents that should be regularly updated, ensuring they can be reviewed and tailored to take account of ongoing changes in travel patterns. It is, therefore, intended that this Travel Plan is a starting point for the travel plan process and that the Travel Plan when in operation should be reviewed and updated on an annual basis.
- 1.2.2 The implementation of measures set out within this Travel Plan and the targets within it will assist in minimising the number of vehicle trips generated by the site. The Travel Plan will be revised following a survey of baseline travel habits undertaken six months after first occupation. At that time, the travel characteristics of residents and employees can be more readily determined and the Travel Plan can be refined as necessary to influence the travel habits of future occupants.
- 1.2.3 This Travel Plan sets out objectives and suggests a package of measures to promote and provide for the use of sustainable modes as an alternative to single occupancy car use. A strategy for implementation, target setting and monitoring is also discussed.
- 1.2.4 This Travel Plan represents a commitment by the developer to support travel to and from the site via sustainable modes and reduce single occupancy car journeys generated on the external highway network to target levels that would be agreed with Derbyshire County Council.

1.3 Objectives

- 1.3.1 The overarching objectives which underpin this Travel Plan would be to:
- Reduce the need for unnecessary travel to and from the development;
 - Reduce the traffic generated by the development to a lower level than would normally be predicted for the site without the implementation of a Travel Plan, in order to minimise the impact on the local highway network;
 - Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner; and
 - Promote healthy lifestyles and sustainable, vibrant local communities.
- 1.3.2 The approach and measures set out in the Travel Plan accord with national, regional and local Government objectives and seek to:
- Reduce the impact of traffic on surrounding roads and local communities;
 - Promote equal opportunities to residents by offering wider travel choices;
 - Develop places for people that encourage community interaction and avoid a car-dominated environment;
 - Reduce the cost of personal travel and saving households money through promoting opportunities for cost savings such as car-sharing;
 - Offer the potential to avoid costly highway improvements;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.

1.4 Report Format

1.4.1 This Travel Plan has been produced in line with the National Planning Policy Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014), and is structured as follows;

- **Section 2:** Transport Policy;
- **Section 3:** Existing Sustainable Transport Opportunities;
- **Section 4:** Development Proposals;
- **Section 5:** Management;
- **Section 6:** Measures and Initiatives;
- **Section 7:** Targets and Monitoring;
- **Section 8:** Workplace and School Travel Plan; and
- **Section 9:** Summary.

1.4.2 This Travel Plan is a document that clearly sets out the details of the initiatives, deliverables, targets and responsibilities of the Travel Plan. The Travel Plan will be a recorded agreement between Derbyshire County Council and the developer, providing a commitment to deliver the travel planning measures. The requirement for the implementation for the Travel Plan as the site becomes occupied will be secured by a planning condition.

2. POLICY CONSIDERATIONS

- 2.1.1 The emergence of Travel Plans has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods. Residential Travel Plans relate to journeys made from a single origin (home) to multiple and changing destinations and take account of different needs and travel choices over time.
- 2.1.2 A Travel Plan is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a residential development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.1.3 This Travel Plan concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes. In addition to the policy documents reviewed as part of the Transport Assessment Report there are various publications on a national level which provide Travel Plan Guidance. The policy context for the Travel Plan is summarised below.

2.2 National Policy

National Planning Policy Framework 2012

- 2.2.1 The National Planning Policy Framework (NPPF) was published and came into effect on March 27th, 2012. The document constitutes guidance for local planning authorities and decision makers both in drawing up plans and as a material consideration in determining planning applications. The document sets out the Government's planning policies for England and how these are expected to be applied. The transport policies within the document supersede previous planning policies and guidance including PPG13.
- 2.2.2 The document reaffirms the status of local development plans as the starting point for decision making.
- 2.2.3 The document states that:
- "All developments that generate significant amounts of movement should be supported by a Transport Assessment or a Travel Plan".
- 2.2.4 Planning decisions should take account of:
- Whether the opportunities for sustainable travel have been taken up;
 - If safe and sustainable access to the site can be achieved for all people; and
 - If any significant impacts of the development can be cost effectively limited.
- 2.2.5 The document states that:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe”.

National Planning Practice Guidance 2014

2.2.6 NPPG sets out to describe typically what a Travel Plan is and what information should be included within it. It also sets out why Travel Plans are important focusing on key issues such as encouraging sustainable travel, creating inclusive, accessible and connected communities and improving road safety, all of which contribute to reducing carbon emissions and climate impacts and help to improve health outcomes and quality of life.

2.2.7 NPPG advises that Travel Plans should be:

See Paras 009 to 012 in NPPG- TPs, TAs and Statements in Decision-Proportionate to the size and scope of the development to which they relate;

Tailored to particular local circumstances; and

Brought forward through collaborative working between developers and local authorities

2.2.8 This Travel Plan has been prepared taking NPPG into consideration.

Transport White Paper

2.2.9 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, the Governments White Paper on the future of transport was published in January 2011. The White Paper actively promotes the Government’s commitment to a future of building economic growth and a low carbon transport system in the UK.

2.2.10 The document stresses the importance of reducing congestion and promoting sustainable transport to create and develop active and healthy lifestyles and communities. The paper identifies that it is the role of local authorities, communities, companies, employees and individuals to actively engage in identifying transport needs and transport choices.

2.3 Local Policy

Derbyshire Local Transport Plan 2011 -2026

2.3.1 In April 2011, the Derbyshire Local Transport Plan was published. It sets out the transport vision, goals, challenges to be tackled and a strategy covering the period to 2026

2.3.2 The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice and accessibility of transport and integrating economic, social and environmental needs.

2.3.3 The five transport goals are:

- Supporting a resilient local economy.
- Tackling climate change.
- Contributing to better safety, security and health.
- Promoting equality of opportunity.
- Improving quality of life and promoting a healthy natural environment.

2.3.4 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

2.3.5 It aims to achieve longer term benefits for climate change and measures to help people under the equality of opportunity goal.

South Derbyshire Local Plan (2011 – 2028)

2.3.6 The South Derbyshire Local Plan (adopted 2016) is a very important document as it sets out – up to 2028 – the overall vision, objectives and policies for the future development in southern Derbyshire; primarily along the A50 corridor.

2.3.7 South Derbyshire District Council are required by the NPPF to deliver 3,013 dwellings. However, due to the adjacent Derby City Council being unable to deliver its full development quantum of 12,000 dwellings, South Derbyshire have taken on the excess so as to meet the requirements of the NPPF. The result is that South Derbyshire District Council is expected to deliver 9,605 dwellings by 2028.

2.3.8 Due to Hilton's location within close proximity to Derby, the settlement has become a major commuter town in recent years for both the city of Derby, but also for larger urban centres including Uttoxeter and Stoke-on-Trent as the town is located immediately adjacent to the A50. As a notable urban centre prior to its new role as a commuter town, Hilton hosts a high level of community facilities and service provision while providing retail and employment opportunities that exceed those of other settlements in the district.

2.3.9 Furthermore, the close proximity of the town to Derby and its numerous high quality connections to the city mean that the amenities of this urban centre are also available to the residents of Hilton.

3. EXISTING SITUATION

3.1 Introduction

- 3.1.1 This chapter outlines the existing sustainable transport network available for employees, residents and visitors to the proposed development site. This information also provides a context for providing future connections to the site.
- 3.1.2 This chapter considers the site location and the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

3.2 Development Site

- 3.2.1 The proposed development site is located approximately 1km northeast of Hilton town centre. The site is bound to the east by Lucas Lane, to the south and west by existing residential development and to the north by the A5132 and its interchange with the A50 Derby Southern Bypass.
- 3.2.2 The site location is shown in both a local and strategic context in **Figure 1**, while an indicative masterplan has also been prepared which shows how the development could be provided is attached within **Appendix A**.
- 3.2.3 The Lucas Lane development is proposed to consist of 61 residential dwelling with two accesses; the primary access will be in the form of a simple priority junction accessing 41 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 20 dwellings.

3.3 Pedestrian and Cycle Network

Walking

- 3.3.1 The proposed development site is located approximately 1km from Hilton town centre, therefore is well placed to encourage new residents and employees to access local amenities and their workplaces within the town on foot.
- 3.3.2 At present, footways do not extend along the entirety of Lucas Lane, ending approximately 280m south of the proposed development site. However, there is ample capacity available to extend this footway once the development has been constructed or during its construction.
- 3.3.3 However, Lucas Lane forms part of a designated right-of-way with access onto the A5132 at the A50 interchange. A footway is provided on the A5132 with direct access into the town centre as well as north towards Etwall.

Cycling

- 3.3.4 National Cycle Network (NCN) route 549 runs through Hilton along its southern boundary before passing east of the development site along the trackbed of the former Derbyshire and Staffordshire railway. This route leads directly to the centre of Derby, passing through

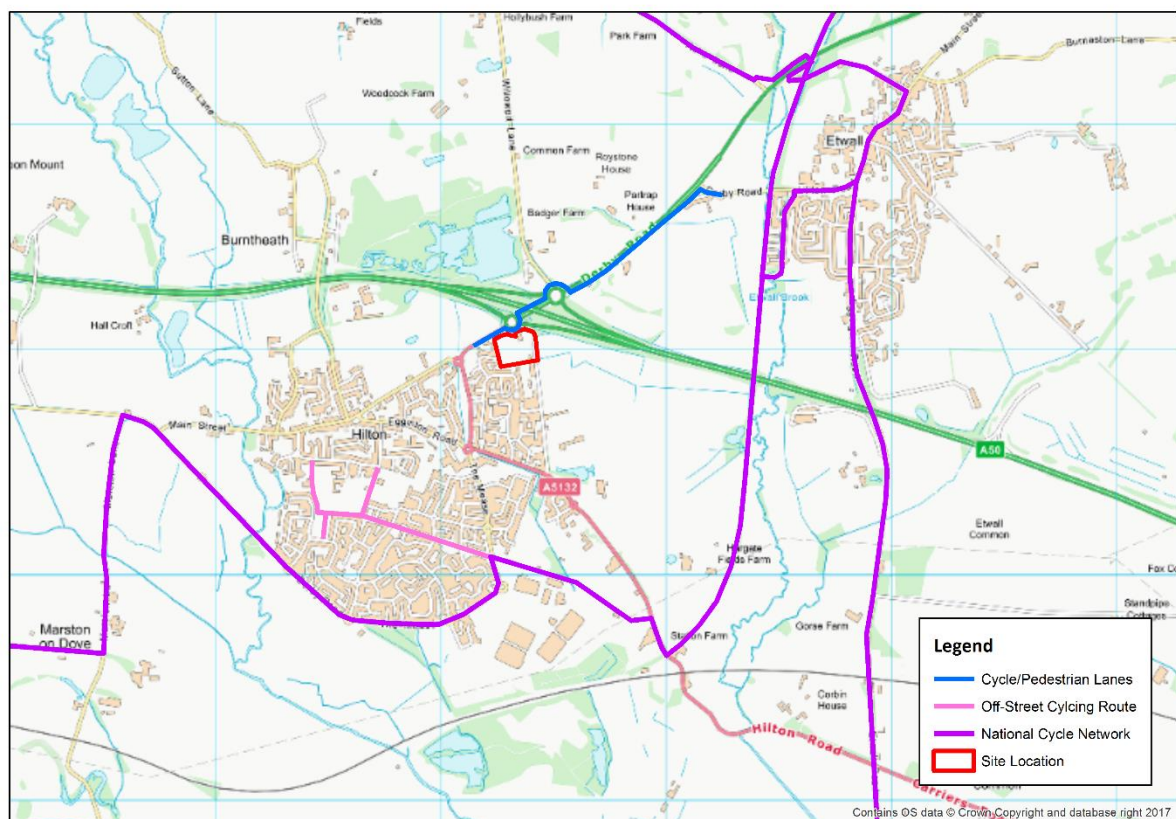
Etwall and Mickleover. The route also travels west to Uttoxeter and into the Derby Dales. NCN route 549 can be accessed on the A5132 Egginton Road approximately 1km south of the development site or at Etwall 1.6km to the north.

3.3.5 At Etwall, this route intersects with NCN routes 68 (to Ashbourne and Buxton) and 54 (to Burton upon Trent and Lichfield). Within Derby itself there are connections multiple other NCN routes which travel across the Derbyshire and Nottinghamshire regions.

3.3.6 The A5132 and A516 (north of the A50) provide ample cycling provision with wide footpaths with designated cycle/pedestrian lanes both north and south of the site.

3.3.7 **Figure 2** illustrates the cycle network in close proximity to the site.

Figure 2. Local Cycle Network



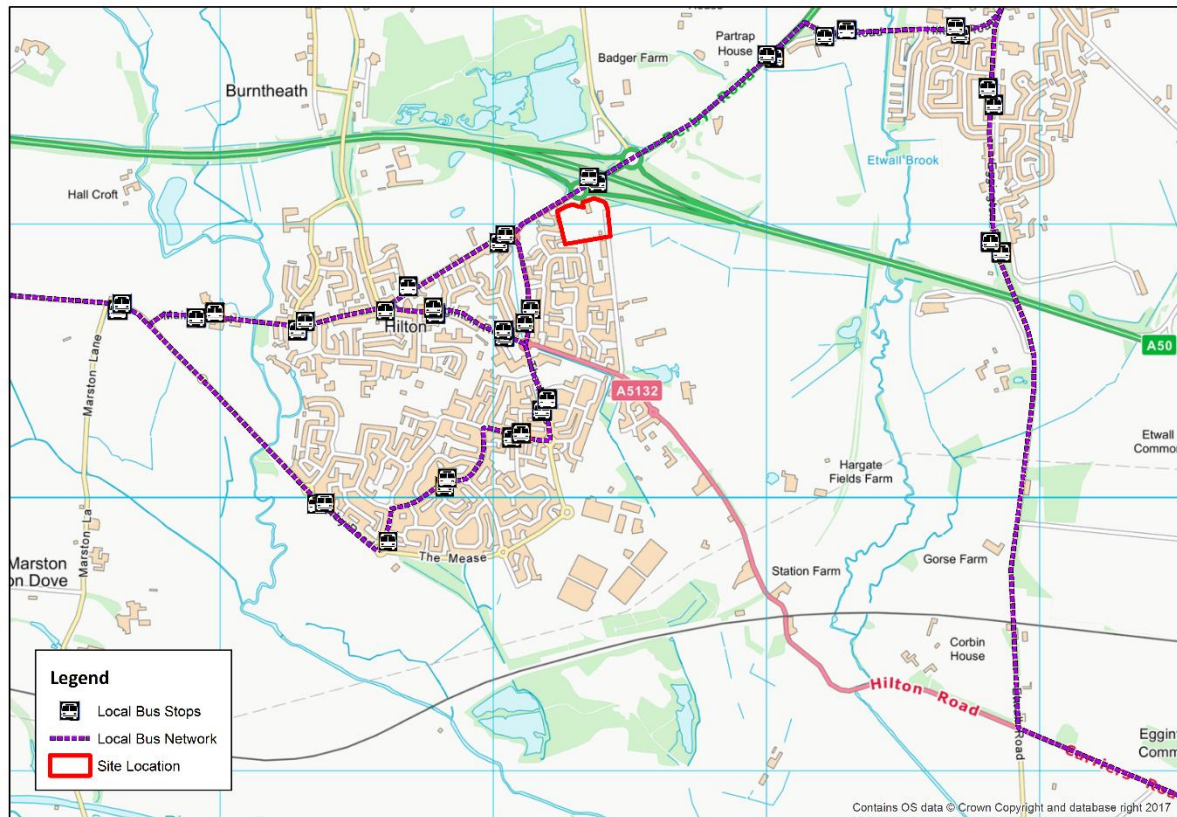
3.4 Public Transport

Bus

3.4.1 Due to its proximity to Derby and its position as a commuter town, there is a frequent bus service provision between Hilton and Derby city centre. There are also services to destinations in the surrounding South Derbyshire region, though these are not as frequent.

3.4.2 The existing public transport network is shown in **Figure 3**, whilst a summary of services is provided in **Table 1**.

Figure 3. Local Bus Services



- 3.4.3 The nearest bus stops (Lucas Lane) are located on the A5132 at the centre of the A50 Interchange, with all services entering and leaving Hilton passing through these stops. The combined frequency of services at the Lucas Lane stops are two buses an hour between Derby and Burton-upon-Trent, with intermittent school services to Uttoxeter.

Table 1. Bus Services Summary

NO.	ROUTE	MONDAY - FRIDAY			WEEKEND	
		first	last	freq	sat freq	sun freq
Villager V1	Derby – Burton-upon-Trent	0508	2342	30 mins	30 mins	60 mins
50	Uttoxeter – Derby	0952	1450	1 Daily	No Service	
227	Hatton – Etwall	0827	1540			
229	Church Broughton – Etwall	0828	1530			
230	Hatton – Etwall	0835	1541			
403	Mickleover – Darley Abbey	0730	1600			
428	Etwall – Hilton		1543			

<http://www.travelineeastmidlands.co.uk> from June 2018

- 3.4.4 The primary operator of regular bus services surrounding the development site is Trent Barton. Standard tickets prices for Trent Barton buses from Hilton to Derby are summarised in **Table 2**. In the Derby area, Trent Barton have adopted multiple supplementary ticket types which can reduce the cost compared to regular fares. The Mango ticket reduces single fares by 15% while the zigzag provides unlimited travel across the Trent Barton network.

Table 2. Bus fares for Trent Barton

TICKET TYPE	TICKET PRICE
Single	£3.90
Return	£4.20
16 – 19 Mango	£2.93
Mango	£3.32
Student Mango	£2.93
Zigzag	£6.50

<https://www.trentbarton.co.uk/fares-and-tickets/saver> - Correct as of June 2018

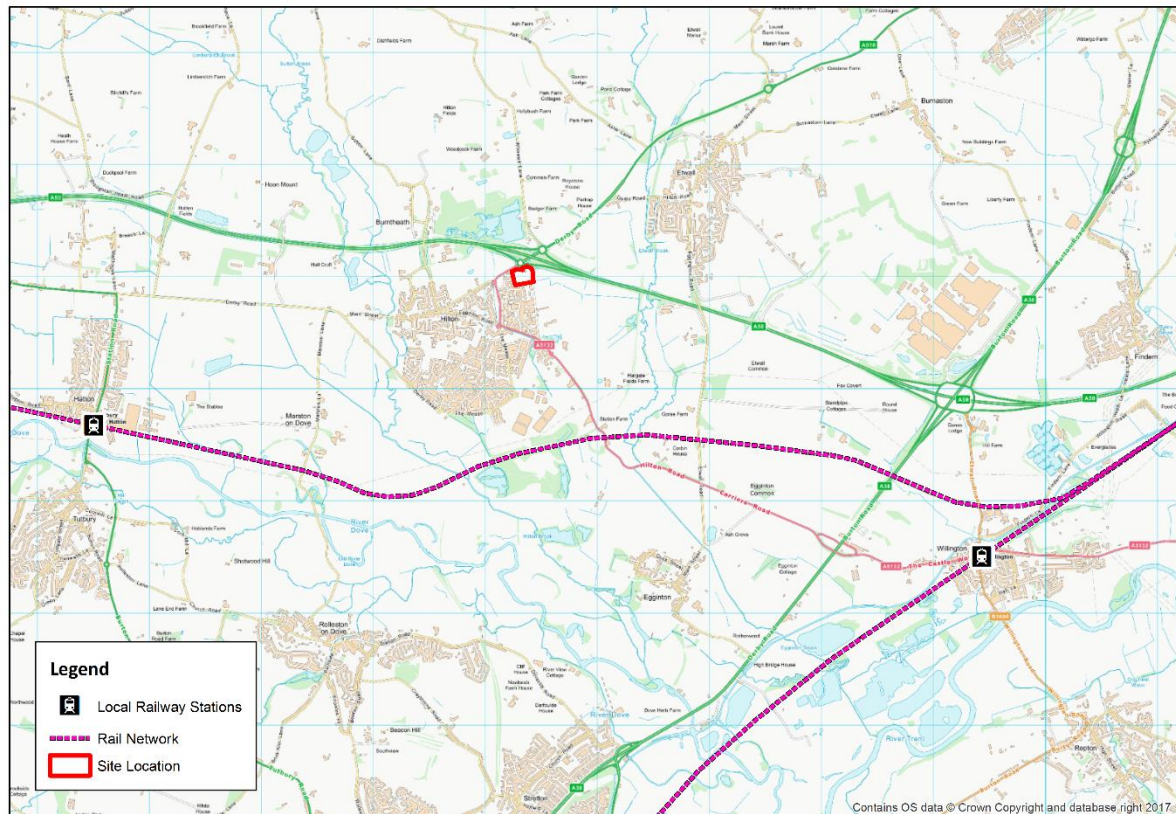
3.4.5 Train

- 3.4.6 Despite its proximity to several mainline railways, Hilton itself has never hosted a railway station. The nearest stations are Tutbury & Hatton (5.1km to the southwest) and

Willington (5.4km to the southeast). Tutbury & Hatton is situated on the Derby to Stoke-on-Trent Railway while Willington is on the Cross Country route between Derby and Birmingham.

3.4.7 **Figure 4** demonstrates the railway provision with regard to the development site:

Figure 4. Local Railway Provision



3.4.8 Tutbury & Hatton station does not provide parking, however, it does host cycle stands in order to encourage rail users to travel to the station by bicycle. Willington station shares its car parking facilities with the town centre pay & display, providing approximately 50 spaces. It also provides cycle parking, further encouraging rail users to travel to the station by bicycle.

3.4.9 Journey times between the site and Tutbury & Hatton station are approximately 65 minutes by foot, 18 minutes by bicycle and 18 minutes by bus. Journey times to Willington are 68 minutes on foot and 17 minutes by bicycle. There is no direct bus service between Hilton and Willington.

3.4.10 Services on the Derby to Stoke-on-Trent line are operated by East Midlands Trains every 60 minutes. A summary of service frequencies from Tutbury & Hatton Rail Station is provided in **Table 3** while journey times from Tutbury & Hatton to major destinations is demonstrated in **Table 4**:

Table 3. Train Services from Tutbury & Hatton

DESTINATION	FIRST TRAIN	LAST TRAIN	FREQUENCY
Derby	0707	1907	60 mins
Crewe	0654	1957	

<http://www.nationalrail.co.uk/>

Table 4. Journey times from Tutbury & Hatton to major destinations

DESTINATION	JOURNEY TIME
Derby	18 minutes
Uttoxeter	11 minutes
Stoke-on-Trent	35 minutes
Kids Grove	50 minutes
Crewe	63 minutes

<http://www.nationalrail.co.uk/>

- 3.4.11 Although Willington is situated on the Cross Country route, Arriva Cross Country only provide an infrequent stopping service on this line between Cardiff/Birmingham and Derby/Nottingham. A summary of service frequencies from Willington Rail Station is provided in **Table 5** while journey times from Willington to major destinations is demonstrated in **Table 6**:

Table 5. Train Services from Willington

DESTINATION	FIRST TRAIN	LAST TRAIN	FREQUENCY
Cardiff Central	0744	0946	2 Daily
Birmingham	0744	1821	6 Daily
Derby	0725	1820	6 Daily
Nottingham	0725	1527	5 Daily

<http://www.nationalrail.co.uk/>

Table 6. Journey times from Willington to major destinations

DESTINATION	JOURNEY TIME
Derby	10 minutes
Nottingham	35 minutes
Burton-upon-Trent	6 minutes
Tamworth	15 minutes
Birmingham	40 minutes
Cardiff Central	165 minutes

<http://www.nationalrail.co.uk/>

3.4.12 Onward connections can be made at the following stations for services across the UK rail network within 60 minutes journey time:

- Derby: For Matlock, Chesterfield, Sheffield, Leeds, York, Newcastle and Scotland
- Nottingham: For Grantham, Newark, Lincoln, Peterborough and Norwich
 - Both Derby and Nottingham provide frequent services to Loughborough, Leicester, Bedford, Luton and London St Pancras
- Stoke-on-Trent: For Macclesfield, Stockport, Manchester and London Euston
- Crewe: For Runcorn, Liverpool, Manchester Airport, Manchester, London Euston, Chester, Wrexham, Shrewsbury, Preston, Carlisle and Scotland
- Tamworth: For Lichfield, Nuneaton, Rugby and London Euston
- Birmingham New Street: For Wales, southern England, London Euston and the West Midlands region

3.5 Existing Modal Share

3.5.1 The site is located within the Mid-level Super Output Area (MSOA) of South Derbyshire 002. **Table 7** demonstrates how existing residents within this MSOA currently travel to work based on data derived from the 2011 UK Census:

Table 7. Journey to Work Mode Share

MODE	HILTON
Train	1%
Bus, minibus or coach	2%
Driving a car or van	62%
Passenger in a car or van	3%
Bicycle	1%
On foot	4%
Other method of travel to work	0%
Train	100%

3.5.2 The census data shows that 62% of residents living in the Hilton area drive to work, 1% walk, 3% use public transport services and 1% cycle.

3.6 Accessibility to Local Services

3.6.1 In transport planning terms, the most sustainable sites are those generating the lowest number of private vehicle trips, which would be achieved by enabling a greater proportion of walking, cycling and public transport journeys. This can be considered in terms of a site's distance from local services and resident catchment.

3.6.2 The IHT's 'Guidelines for Providing Journeys on Foot' (2000) provides guidance when considering accessibility of specific locations by foot. In relation to the proposed development, the guidelines suggest:

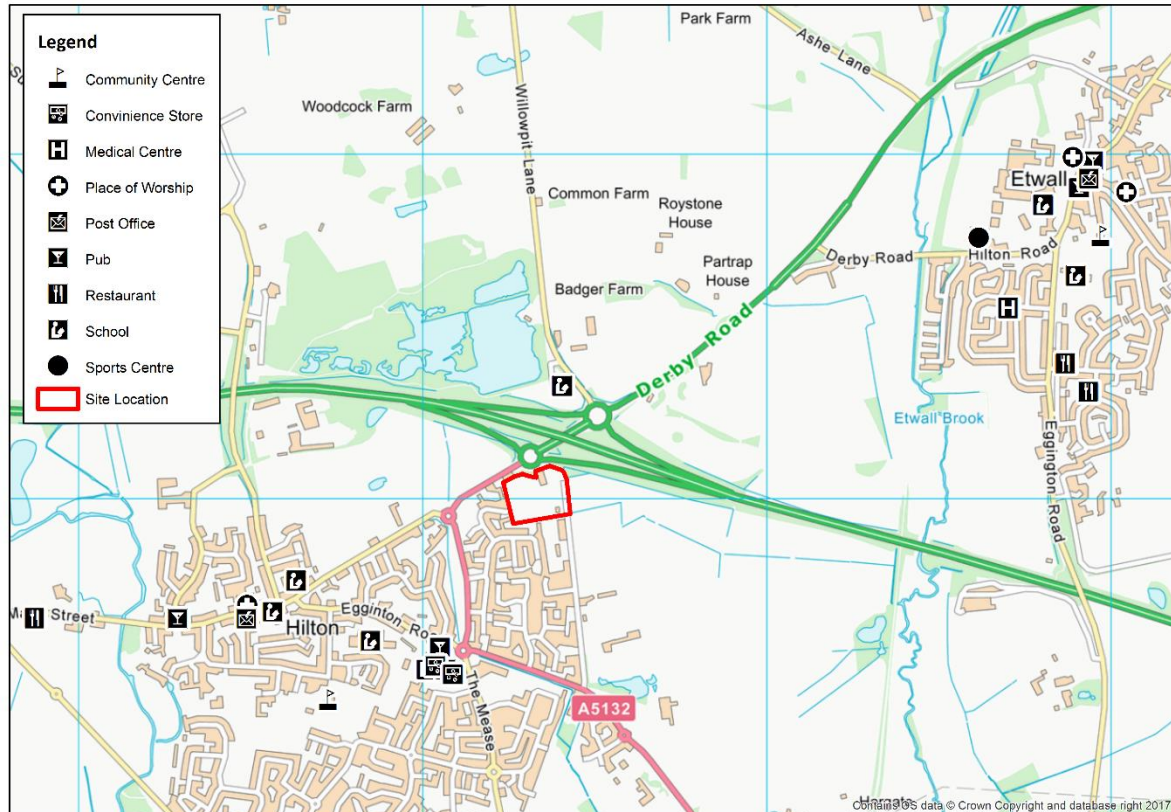
- Maximum distances of 800m to town centres, 2,000m for work / education / leisure, and 1200m elsewhere;
- Acceptable distances of 400m to town centres, 1,000m for work / education / leisure, and 800m elsewhere; and
- Desirable distances of 200m to town centres, 500m for work / education / leisure, and 400m elsewhere.

3.6.3 As suggested by the Institute of Highways and Transportation (IHT), an average walking speed is given as 4.8km/h, or 5 minutes for every 400m. The 'maximum' distances quoted above represent a walk of 10 minutes (town centres), 25 minutes (work / education / leisure) and 15 minutes (elsewhere).

3.6.4 The proposed development is well served by a range of educational establishments, retail, community and health facilities all within the maximum recommended walking and cycling distances. The proposed employment element is also accessible to a significant catchment population within acceptable journey times by foot, by cycle and by public

transport. Further details in respect of the accessibility of the neighbouring land uses and facilities are set out below, while **Figure 5** shows the location of local amenities in relation to the proposed development site. Due to its proximity, the local amenities of Etwall have also been considered:

Figure 5. Key Local Amenities – Hilton and Etwall



- 3.6.5 The site is well located for local services such as schools, recreation grounds and shops. The closest primary school is Hilton Primary School which is located approximately 900m from the development site. The closest secondary school is John Port School in Etwall, approximately 1.8km from the site.
- 3.6.6 There is an Aldi superstore located on The Mease which is immediately adjacent to a Tesco Express convenience store. Both of these stores are approximately 1.2km from the development. There are other local amenities within Hilton, the centre of which is only 1km away from the site. These include hairdressers, pubs, restaurants and shops. Etwall, which is 1.9km to the north, also includes a selection of local amenities similar to that of Hilton.
- 3.6.7 The site is located around 350m from the nearest bus stop, providing easy, frequent and sustainable access to employment and retail as well as other major urban centres.
- 3.6.8 **Table 8** provides a detailed summary of local amenities with all measurements taken from the centre of the proposed site. Distance and journey times may be longer or shorter for residents depending on their dwelling location and route choice.

Table 8. Location of Key Services in Relation to the Proposed Development

AMENITY	DESCRIPTION	DISTANCE (M) FROM CENTRE OF DEV	JOURNEY TIMES (MINS)		MEETS IHT MAXIMUM WALK GUIDELINES	MEETS CIHT MAXIMUM CYCLE GUIDELINE (5KM/8KM)
			Walk	Cycle		
Education						
Nursery	Little Stars Nursery	320	12	3	✓	✓
	Cherry Tree Day Nursery	900	17	5	✓	✓
Primary	Hilton Primary School	1100	16	5	✓	✓
	Etwall Primary School	1900	25	8	✓	✓
Secondary	John Port School	2000	25	10	✓	✓
Health and Community						
Hospital	Royal Derby Hospital	9400	119	41		
Pharmacist	Hilton Pharmacy					
		1280	14	5	✓	✓
	Jhoots Pharmacy					
	Etwall Pharmacy	1900	28	9	✓	✓
Dentist	Dental @ 155	10720	145	43		
Library	Etwall Library	2240	28	9	✓	✓
Place of Worship	Hilton Methodist Church	1200	16	5	✓	✓
	Etwall Methodist Church	2100	32	11	✓	✓

AMENITY	DESCRIPTION	DISTANCE (M) FROM CENTRE OF DEV	JOURNEY TIMES (MINS)		MEETS IHT MAXIMUM WALK GUIDELINES	MEETS CIHT MAXIMUM CYCLE GUIDELINE (5KM/8KM)
			Walk	Cycle		
	St Helens Church	2100	31	10	✓	✓
Community Centre	Hilton Village Hall	1100	15	5	✓	✓
	Frank Wickham Hall	2000	27	9	✓	✓
Shopping / Retail / Leisure						
Post Office	Hilton Post Office	1100	16	5	✓	✓
	Etwall Post Office	2100	30	10	✓	✓
Convenience Store	Tesco Express	1100	10	4	✓	✓
Supermarket	ALDI Hilton	1100	9	4	✓	✓
	Tesco	5100	95	36		✓
Town Centre	Hilton	1000	10	4	✓	✓
	Etwall	2000	28	9	✓	✓
Leisure Centre	Etwall Leisure Centre	1900	24	8	✓	✓
Public Transport						
Bus Stop	Lucas Lane	472	2	1	✓	✓
Railway Station	Tutbury & Hatton	5100	63	18		✓

Note: Assumed walking speed of 1.33m/sec and cycling speed of 4.44m/sec.

4. DEVELOPMENT PROPOSALS

4.1 Context

- 4.1.1 The Lucas Lane development is proposed to comprise of 61 dwellings. The site will benefit from two separate access points. The primary access will be in the form of a simple priority junction accessing 41 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 20 dwellings.

4.2 Vehicular Access

- 4.2.1 Access routes to and throughout the proposed development are indicated on the Master Plan included as **Appendix A**.
- 4.2.2 Vehicular access to the proposed site will comprise of two separate access points onto Lucas Lane serving the northern and central parts of the development. Lucas Lane itself loads onto the A5132 Egginton Road east of the town centre.
- 4.2.3 The final configuration of the internal street network will be the subject of detailed design in a future planning application for Approval of Reserved Matters. However, the proposed internal arrangement of roads and paths in the proposed development will be designed to similar standards and principles to those of neighbouring the development and will therefore provide continuity between existing and proposed developments.

4.3 Travel by Foot and Cycle

- 4.3.1 Careful consideration has been given with regard to the integration of the proposed development with the existing facilities and infrastructure, to ensure that the potential to fully utilise these sustainable modes is maximised.
- 4.3.2 The Masterplan has been developed on the principle of providing permeability for all modes of travel. The primary streets within the development will be provided with segregated footways to maintain the safety of all users as they move freely through the site. Footways will also be provided along the secondary streets within the development, although there will be some areas where shared streets will be promoted allowing pedestrians and drivers to share the carriageway where lower volumes and speeds of vehicles permit this.
- 4.3.3 The development proposals will open up the site to the local area by providing cycle and walking links through the site to connect with PROW's to the north.
- 4.3.4 The development proposals for walking will:
- Provide new footways within the development, which will be linked to the existing network of footways surrounding the site;
 - The footways will be designed in accordance with the principles of Manual for Streets 2 (MfS2) and would provide areas of shared space or level surface, therefore giving priority to pedestrians and cyclists; and
 - New linkages will be convenient, well lit, follow desire lines and have dropped kerbs where required.

4.3.5 The cycle improvement proposals include:

- Traffic free routes and shared cycle/pedestrian links will be provided within the development site. These will be designed in accordance with the principles of Manual for Streets 2 (MfS2) therefore giving priority to cyclists and pedestrians;
- Wayfinding signage would be provided within the development to identify the routes for accessing Coventry city centre, Coventry Rail Station and NCN Route 52; and
- Cycle parking will also be provided within the development site. The residential element of the development will promote cycle parking within the curtilage of each individual dwelling whilst parking for the employment uses will be conveniently located near to the buildings.

4.3.6 A number of design measures to cater for pedestrian and cycle movements within the development will be employed, including:

- A street pattern that generates natural surveillance where entrances and frontages face all public routes;
- An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic; and
- A permeable hierarchy of direct routes within the development comprising a range of shared, segregated and recreational links which would connect all internal areas of the development to the points of access.

4.3.7 The internal hierarchy of roads within the development site will provide good access for all modes of travel. High quality and safe pedestrian footways with street lighting will be provided within the internal layout which will help encourage sustainable travel within the development site.

4.3.8 Taken together, the comprehensive pedestrian and cycle access strategy provides a permeable network within and around the site. Particular emphasis has been given to creating direct routes through the proposed development to ensure a high level of permeability and connectivity to the existing and future provision in the vicinity of the site.

4.4 Refuse Collection / Emergency Service Vehicle Access

4.4.1 All access junctions and the internal road network are designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency service vehicles throughout the site. All servicing vehicles will be able to enter and exit the site in forward gear.

4.5 Car Parking and Cycle Parking

4.5.1 When determining the level and type of parking throughout the residential element of development, consideration has been given to the housing types proposed, the location of the development site and car ownership levels within the area. A design led approach has been adopted which seeks to provide parking that is well integrated and compliments, rather than dominates, the street scene.

- 4.5.2 The objective is to provide an adequate level of parking and, importantly, to ensure that the spaces that are designed for parking are used for parking, and that places where parking will cause problems are not going to be used for that purpose. This approach will help to prevent the problems that have occurred at recently implemented residential developments, including cars parked indiscriminately which obstruct footways and restrict access along a street.
- 4.5.3 Most car owners prefer to be able to see their vehicles and / or to know that they are securely parked. On plot parking satisfies this strong desire. Acceptance of this means that the significant majority of the parking at the proposed development has been designed to be provided within the curtilage of dwellings through the use of on-plot spaces and within garages.
- 4.5.4 The on plot parking provision will be supplemented by well-designed parking courts that are located and overlooked such that they are likely to be preferred to ad hoc on-street parking.
- 4.5.5 The parking provision for each of the land uses being promoted would comply with the Derbyshire County Council 6 C's Highway Requirements Parking Standards (2006) document.
- 4.5.6 The parking standards for the various land uses, promoted as part of this development are set out in **Table 9** below:

Table 9. 6 C's Highway Parking Standards

LANDUSE	CAR PARKING STANDARD	CYCLE PARKING STANDARD
Dwellings – 4+ beds	3 spaces per unit	Within the curtilage of each dwelling
Dwellings – 3 beds	3 spaces per unit	Within the curtilage of each dwelling
Dwellings – 2 beds (Affordable)	3 spaces per 2 units	Within the curtilage of each dwelling

6 C's Highway Requirements Parking Standards (2006)

- 4.5.7 The proposed layout provides a total of 114 parking spaces which equates to an average provision of 2 spaces per unit, provided though a mix of allocated, unallocated and parking garages.
- 4.5.8 The Proposed Layout for the residential area that is subject to the detailed planning application to deliver parking that is in line with advice provided by Derbyshire County Council.
- 4.5.9 Cycle parking will be accommodated within the curtilage of each individual dwelling.

- 4.5.10 The development proposals for the employment or education element of the development form an outline planning application with the type of employment mix, or school size being promoted yet to be established. However parking provision will be provided in line with guidance from officers at Derbyshire County Council.
- 4.5.11 Cycle parking associated with the employment or education element of the development will be sited in convenient, safe and easily accessible locations. Cycle parking provision will be provided in line with the Derbyshire County Council cycle parking standards.

4.6 Summary

- 4.6.1 The parking provision across all land uses will comply with the Derbyshire County Council 6 C's Highway Requirements Parking Standards (2006). Access to the residential land use of the proposed development will be taken from two locations that will serve the northern and central sections of the development; both of which will utilise the existing Lucas Lane.
- 4.6.2 The Masterplan has been developed on the principle of providing permeability for all modes of travel. The development proposals for walking will provide new footways within the development, which will be linked to the existing network of footways surrounding the site. The cycle improvement proposals include the use of traffic free routes and shared cycle/pedestrian links within the development.

5. MANAGEMENT

5.1 Introduction

- 5.1.1 In the context of this development, the Travel Plan will be orientated towards influencing travel behaviour of resident's journeys and will seek to advise these groups of the benefits of using alternative transport modes by promoting their use as an alternative to travel by car. The developer will be responsible for the overall implementation of the Travel Plan which will be secured by way of planning condition.

5.2 Travel Plan Coordinator

- 5.2.1 The developer will appoint an appropriately skilled Travel Plan Coordinator for the residential development. The Travel Plan Coordinator will be responsible for the implementation, administration and monitoring of the Travel Plan. The Travel Plan Coordinator details will be submitted to South Derbyshire District Council (SDDC), and likewise, the Coordinator will be advised of the relevant contact personnel at SDDC so that a regular dialogue can be established.
- 5.2.2 The Travel Plan Coordinator will need to be in position towards the end of the initial construction phase to ensure that the travel planning measures are in place from the outset. The funding for the Travel Plan Coordinator throughout the development period would be provided by the developer.
- 5.2.3 The Travel Plan Coordinator will make regular visits to the site in order to become a familiar face with residents and known as a champion of sustainable transport measures in association with the development. Contact details for the Travel Plan Coordinator will also be freely available so residents are able to raise issues and feel that the Travel Plan is well supported at all times.
- 5.2.4 The Travel Plan Coordinator will be the first point of contact for residents for all matters regarding travel to and from the site. The responsibilities of the Travel Plan Coordinator have been outlined in more detail below.
- 5.2.5 At the construction phase the Travel Plan Coordinator's main tasks will be to:
- Liaise with and train sales staff about transport provision at the site;
 - Ensure travel details and accessibility are included in sales information;
 - Prepare marketing material advising on travel options to the site to assist potential purchasers;
 - Ensure that travel planning measures are in place from the outset; and
 - Ensure that an internet site is set up providing information on travel planning measures, incentives and contact details.

5.2.6 Once residents have started to occupy the site, the Coordinator's tasks at this stage will be:

- Provide a welcome pack to residents including public transport information, location of key services and facilities within walking and cycling distance, local information packs, and information on cycle parking provision on site and in the local area; and
- Undertake a travel survey of the occupants of the site (e.g. where they work / how they travel to work / how they travel for other uses in order to refine travel plan) - six months after first occupation of the development.

5.2.7 On an annual basis, thereafter:

- The Travel Plan Coordinator would update the residents travel details through conducting annual surveys, commencing 18 months after first occupation for a minimum of five years beyond first occupation. If the Headline Target has not been achieved by that stage then the annual monitoring will continue throughout the development period until such point that the Headline Target is achieved;
- The Travel Plan Coordinator would contact the local authority Travel Plan Officer as appropriate for travel information updates and feedback of any comments provided by residents relating to the Travel Plan; and
- The Travel Plan Coordinator will seek to raise awareness of the Travel Plan and its importance through a Travel Plan forum and the internet site.

5.2.8 The developer and management company will fully participate where appropriate with the Travel Plan initiatives and would fully support the Travel Plan Coordinator, where necessary and required in order that they perform their role effectively.

5.3 Travel Plan Forum

5.3.1 The Travel Plan Coordinator will instigate a Travel Plan Forum to which all the residents of the site would be invited via the Welcome Pack which will be issued to all new residents. The presence of the Travel Plan Forum will be advertised within the newsletters, emails and the internet site which will contain an open invite for residents to attend. The aim of the Travel Plan Forum, which would meet on a regular basis, would be to allow the residents to inform the direction of the Travel Plan and raise any issues, concerns or opportunities in relation to travel to and from the site.

5.4 On-Going Management

5.4.1 National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in decision-taking' (March 2014) sets out measures for the implementation and ongoing management of the Travel Plan. This firstly covers the construction period, then the initial occupation of the site, followed by the first few monitoring and review periods of the plan. This period is crucial in ensuring that the measures set out within the plan are actively implemented to reduce car use to and from the site, and that the objectives and targets identified in the Travel Plan are being met. During this period, it is likely that the developer, management company and Travel Plan Coordinator will all need to be closely involved in the management and refinement of the Travel Plan.

- 5.4.2 With regards to the management of the Travel Plan over the longer term it is envisaged that the responsibility for the administration and monitoring will pass to the resident's steering group, with support from the South Derbyshire District Council Travel Plan officer if required. By this stage the Residents Forum would have been established by which time a legacy would have been created which can be maintained into the future.

6. MARKETING AND PROMOTION

6.1 Training Sales Staff

- 6.1.1 Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who may see it as an opportunity to plan changes in their choice of travel. It is important that prospective residents are made aware of the transport characteristics of the development from the outset to ensure that misunderstandings do not arise later. For example, informing future residents about local buses and areas they serve, and the layout of cycle and pedestrian routes through the site early on in the process should assist in future residents travelling via these modes.
- 6.1.2 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a presence within the sales suite of the development. The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing / sales particulars.
- 6.1.3 The site is very accessible by public transport services and has convenient walking and cycling links. These are positive features of the development which will be emphasised to prospective residents by both the sales staff and any additional sales literature created for the site.

6.2 Residents Welcome Pack

- 6.2.1 Residents will be made aware of all travel choices and will be provided with accurate and up-to-date information as soon as they commence residence to encourage a culture of sustainable travel. Accordingly, new residents will be presented with a Welcome Pack by the Travel Plan Coordinator setting out details of the following:
- Details of the Travel Plan measures and its objectives and targets;
 - Plans of walking and cycle routes in the area and WalkBUDi and BikeBUDi matching services;
 - Passenger transport timetable information for services in the vicinity of the site and onward connections, including rail timetables and maps showing nearest bus stops and routes;
 - Contact details for the bus / rail operators and ticket ordering;
 - Contact details for local cycling groups and shops, and information on cycle training courses;
 - Information on any discounts that have been secured for bus travel, for local cycle purchase/repairs and for general household supplies;
 - Details of car sharing websites such as <https://www.liftshare.com/uk/> and www.gocarshare.com;
 - Details of the internet site which will initially provide a site-specific travel information page;
 - Information on internet shopping including local shops that offer free delivery;
 - An invitation to join the Residents Travel Plan Forum; and
 - Contact Details for the Travel Plan Coordinator.

6.2.2 The development of the Welcome Pack is a crucial stage in the Travel Plan process. It is essential that it contains the necessary travel information to suitably inform recipients. At this stage of the process information that is issued to residents will include the development logos and slogans.

6.2.3 To ensure that the benefits of receiving the Welcome Pack go beyond the first occupants of the residential units, provision would be made to supply this information to future occupants due to re-sales during the development period. This will be organised by the Travel Plan Coordinator as and when required.

6.3 Internet Site

6.3.1 An internet site will be set up to be accessed by potential and occupying residents and will contain site specific travel information, contact details for the Travel Plan Coordinator and information relating to incentive schemes / discounts. The Travel Plan Coordinator will be responsible for the internet site and will inform residents of its presence through the welcome packs. The internet site will be updated regularly.

6.4 Community Events

6.4.1 The Travel Plan Coordinator would hold 'Travel Planning Days' annually to promote the Travel Plan and travelling via sustainable modes. It is envisaged that these would be held within the development and would comprise of a 'market stall' type presence which would be used to promote the travel planning objectives and initiatives.

6.4.2 The 'Travel Planning Day' events would ideally coincide with national and international events such as Bike Week (<http://www.bikeweek.org.uk/>), Walk to Work week (<http://www.walktoworkweek.org.uk/>) and World Car Free Day (<http://www.worldcarfree.net/wcfd/>). These events, to which residents of the development would be welcomed, would highlight the benefits of travelling via alternative modes to the car.

7. MEASURES AND INITIATIVES

7.1 Reducing the need to Travel

- 7.1.1 The new homes will have broadband internet access enabled so that this will allow future residents to work from home, shop online for certain goods and services and reduce the need to travel.
- 7.1.2 The site will be designed in accordance with the relevant design standards to ensure that it encourages and gives priority to walking and cycling trips, whilst at the same time accommodating service and delivery vehicles to encourage home shopping opportunities.
- 7.1.3 The Travel Plan Coordinator would instigate a targeted Personalised Travel Planning Program throughout the development period. This would involve providing residents with individually tailored sustainable travel information and incentives, to encourage them to consider a range of transport options for their various journeys. This measure would also act as a key tool for the marketing and promotion of the measures within the Travel Plan.

7.2 Smarter Car Based Travel

Car Parking Policy

- 7.2.1 The site will provide parking provision in accordance with the guidance provided by South Derbyshire District Council.
- 7.2.2 However, for parking provision to be effective in encouraging more sustainable travel patterns it must be part of an integrated approach towards satisfying existing and future travel needs in a sustainable manner. This Travel Plan therefore provides the package of planning and transport measures that, together with parking provision, can promote sustainable transport choices.

Car Sharing

- 7.2.3 Car sharing is an effective method of reducing peak-hour congestion and car parking stress, and will therefore be encouraged. To ensure sustainable use of the car, residents will be provided with details of internet based car-sharing such as <https://www.liftshare.com/uk/> which is part of the UK's national LiftShare network and would provide maximum opportunities for good matches.
- 7.2.4 The Travel Plan Coordinator will identify common journeys through the analysis of the travel survey and initiate potential car sharing matches.
- 7.2.5 The Travel Plan Coordinator will also actively promote the Liftshare database and assist residents who wish to join a car share scheme. The Travel Plan Coordinator will liaise with LiftShare in order to identify best practice in terms of ensuring the scheme is promoted comprehensively.

7.3 Smarter Non - Car Based Travel

Increasing Walking

- 7.3.1 The Travel Plan Coordinator will encourage residents to walk to and from the site, by:
- Liaising with the local planning authorities to ensure pedestrian routes to and from the site are appropriately maintained;
 - Providing residents with information and advice concerning safe pedestrian routes to and from the site;
 - Providing details of WalkBUDi matching services (<https://walkbudi.liftshare.com/>); and
 - Production of a local walking map for residents informing of routes and travel times to key destinations.
- 7.3.2 The Institution of Highways and Transportation publication 'Guidelines for providing for Journeys on Foot' (2000) notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 km). Walking is also an essential part of public transport travel, with bus stops usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities.
- 7.3.3 Promotional leaflets provided by South Derbyshire District Council will be supplied to residents informing them of the associated health benefits of walking, and the location of safe walking routes with indicative walking distances and times shown.

Increasing Cycling

- 7.3.4 Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 7.3.5 Publicity material highlighting the most suitable, safe, and comfortable cycle routes, with road crossing facilities and likely journey times highlighted will be produced by the Travel Plan Coordinator and made available to the residents within the Welcome Pack and on the internet site. Advice will be provided on appropriate routes to key destinations by bike. In addition, details of the BikeBUDi matching service will be provided to each resident.
- 7.3.6 The feasibility of setting up (or the participation in an existing / future local group) a Bicycle User Group in conjunction with the UK's National Cyclists' Organisation, CTC (<http://www.ctc.org.uk>), which will offer discounts on cycling and affinity products will be considered. Residents would be able to join for a small charge.
- 7.3.7 In order to encourage cycling, cycle parking will be provided within a safe and secure location, within the curtilage of each individual dwelling. In addition, the Travel Plan Coordinator will approach cycle retailers to negotiate discounted cycle purchase vouchers for residents of the development.

- 7.3.8 One voucher towards cycle purchase or equipment could be made available to each new household on application as a further means of incentivising residents to consider travelling by cycle.

Increasing Public Transport

- 7.3.9 The publicity, marketing, and promotion of the public transport services will inform residents of the benefits of travelling by bus. The Travel Plan Coordinator will ensure that residents are aware of bus routes and train timetables for public transport services operating in the vicinity of the site, with residents being provided with a Welcome Pack which would include these timetables. Bus and train timetables are free from all stations. Details will also be provided on the internet site.
- 7.3.10 The marketing material within the Welcome Pack and on the internet would also contain route maps, the location of public transport hubs/stops, as well as details of travel websites including Traveline (www.traveline.org.uk) and Transport Direct (www.transportdirect.info).
- 7.3.11 On application, a promotional bus ticket will be made available for each new household to promote the use of bus services. This would start from the commencement of residence at the site. These taster tickets would be available for use on the existing bus services operating between the site, Derby and other regional urban centres. In addition, the Travel Plan Coordinator will seek to maximise the use of public transport in the following ways:
- Seek information from all residents using public transport on ways in which services may be improved and feed this back to the service provider and the local authority through the regular liaisons which form part of the Travel Plan Coordinator's role;
 - Encourage South Derbyshire District Council to display and maintain current timetable information at the existing bus stops; and
 - Encourage South Derbyshire District Council to ensure that pedestrian routes between the existing bus stops and the site are suitably surfaced, lit and clear of any obstructions to safe and convenient use by all pedestrians including people with impaired mobility.

8. TARGETS AND MONITORING

8.1 Targets

8.1.1 The targets set out within this Travel Plan would provide a clear measure of the Travel Plan's progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the Travel Plan, and outcome targets which demonstrate the specific outcomes of the plan.

Output Targets

8.1.2 The output targets below demonstrate what will be undertaken in order to ensure the successful delivery of the Travel Plan. The output targets have been listed below:

- Appoint a Travel Plan Coordinator prior to first occupation of the development;
- Provide a 'welcome pack' of travel information to all new households prior to or within two weeks of their occupation;
- Set up a community website prior to first occupation of the site, and update travel details as necessary and at least on a six-month basis;
- Undertake a baseline monitoring survey, to an agreed methodology, six months after first occupation;
- Submit a revised Travel Plan with amended baseline travel patterns within two months of initial survey;
- Undertake annual monitoring surveys starting 18 months after first occupation of the development at a similar time each year. These should be undertaken for a minimum of five years beyond first occupation. If the Headline Target has not been achieved by that stage then the annual monitoring will continue throughout the development period until such point that the Headline Target is achieved; and
- Submit a monitoring report to South Derbyshire District Council within two months of completion of each monitoring survey.

8.1.3 Further details of the monitoring of the Travel Plan have been set out later in this Section.

Outcome Targets

8.1.4 The Travel Plan and all measures contained within it would be in place from the first occupation of the site and as such residents of the development will be fully aware of its existence. Sustainable forms of travel will be promoted and residents of the site would benefit from the measures and initiatives from the commencement of their occupation. Much of the mode shift that is likely to occur will be achieved at the outset given that measures and initiatives will be in place from the first occupation of the site.

8.1.5 Notwithstanding the above, it is important that the Travel Plan contains multi modal targets so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage modal shift towards more sustainable modes of travel.

8.1.6 The Transport Assessment Report provides an estimate of the baseline trip rates and trip generation that could be expected at the development. **It is considered that a suitable Headline Target for the development would be for a minimum reduction in peak hour**

vehicle trips generated by the residential dwellings of 5% compared with the estimated level as set out within the Transport Assessment Report. This target however would only be set following completion and analysis of the Baseline Travel Surveys. The baseline peak hour trip rates per dwelling and target trip rates are summarised in **Table 10** below:

- 8.1.7 The table also presents the Headline Target trip rates which incorporate a 5% reduction in car trips. The measurement of the headline target using the peak hour trip rates ensures that impact of the travel plan on trip reduction is assessed during the busiest periods where potential impact on the surrounding highway network is at its greatest.

Table 10. Baseline Residential Dwelling Trip Rates and Headline Target Reductions

TIME PERIOD	AM PEAK HOUR (0800-0900)	PM PEAK HOUR (1700-1800)
Predicted Residential Trip Rate	0.54	0.58
Minimum Target Trip Rates (5% reduction on predicted)	0.51	0.55

- 8.1.8 The headline target will be used to monitor the overall performance of the Travel Plan. In addition to the above headline target, secondary targets for each mode of travel have been identified. **Table 11** summarises the anticipated baseline mode shares for all modes of travel (derived from journey to work census data for the Hilton ward) and identifies what the minimum targets for these shares should be in order for the headline target to be achieved.

Table 11. Baseline Mode Share and Minimum Secondary Mode Share Targets

MAIN MODE OF TRAVEL	BASELINE MODE SHARE (%)	MINIMUM MODE SHARE TARGET	MINIMUM MODE SHARE TARGET
Walk	6%	7%	+1%
Cycle	1%	3%	+2%
Public Transport	6%	9%	+3%
Car Driver	79%	74%	-5%
Car Passenger	7%		-
Other	1%		-
Total	100%		0%

8.1.9 Whilst **Table 11** demonstrates the targets for each mode which should be achieved at the completion of development it is recommended that the Travel Plan Coordinator also adopts mode share targets for interim years in liaison with South Derbyshire District Council once the results of the initial monitoring survey are known.

8.2 Monitoring

8.2.1 The objective of the monitoring process is to regularly assess the residents' travel patterns and identify when/if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.

8.2.2 A programme of monitoring and review will be implemented by the Travel Plan Coordinator to generate information by which the success of the Travel Plan can be evaluated.

8.2.3 A key outcome of the Travel Plan will be to reduce the use of private cars (particularly single occupancy journeys) from the commencement of first occupation at the site for residential trips. A suitable indicator of success of the Travel Plan will therefore be the number of vehicle trips generated by the site as outlined above.

8.2.4 A less direct objective of the Travel Plan will be to increase awareness of the environmental implications of the travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plan, measured by the feedback as the strategy evolves.

8.2.5 Monitoring will involve the regular collection of analytical "hard" data and "soft" data in the form of feedback. The Travel Plan Coordinator will:

- Seek feedback from SDDC and public service operators to establish the perceived level of demand for services; and
- Record comments made by residents on the operation of the Travel Plan.

8.2.6 Information gathered through the monitoring process will be recorded and used through the subsequent review process. It will be made available for inspection by the planning authority.

8.2.7 The Travel Plan Coordinator will monitor the performance of the Travel Plan on an annual basis for a minimum of five years beyond first occupation. If the Headline Target has not been achieved by that stage then the annual monitoring will continue throughout the development period until such point that the Headline Target is achieved.

8.2.8 Automatic traffic count surveys will be undertaken at the vehicular accesses within six months of the first occupation of the development in order to assess the vehicle trip generation from the site. These surveys will ascertain the vehicle trip generation from the site during the monitoring periods. Monitoring the total number of vehicle trips in and out of the development is a simple and cost-effective form of evaluating the performance against the headline mode share target.

8.2.9 An initial travel survey will also be undertaken within six months of the first occupation of the development. The survey would gather baseline data from which performance against the more bespoke, secondary targets can be reviewed. The Travel Plan Coordinator can

then refine the measures that are being promoted in response to the performance against the secondary targets to help ensure that the headline target is being achieved. If any of the secondary mode shares targets are achieved during the development period then the Travel Plan Coordinator, in liaison with South Derbyshire District Council, could identify revised secondary targets to help strive for higher levels of sustainable travel.

- 8.2.10 The analysed findings of the initial travel surveys will be submitted to South Derbyshire District Council for consideration within 2 months of their completion. The secondary mode share targets would be reviewed and agreed with South Derbyshire District Council. The surveys will then be repeated on an annual basis throughout the development period. The process will allow the secondary targets to be revised in future years (subject to South Derbyshire District Council's agreement) in response to the results of the ongoing monitoring surveys.

8.3 Action Plan

- 8.3.1 **Table 12** presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions set out in **Table 12** all fall under the responsibility of the Travel Plan Coordinator.

Table 12. Action Plan

APPROXIMATE PERIOD	TIME	ADMINISTRATIVE	ACTIVITY
Prior to First Occupation		Appoint an individual as the site Travel Plan Coordinator. Ensure Travel Plan measures are in place from the outset where feasible and appropriate.	Display public transport and walk/cycle route information in site sales office. Set up internet site. Train sales / marketing staff to inform potential purchasers of travel options.
At First Occupation		Prepare marketing material - including public transport information and welcome packs. Issue bus taster tickets and cycle purchase vouchers upon application.	Provide a Welcome pack for residents when they purchase their property. Display public transport, walking, cycling and car share information on internet site.
Within six months of first occupation of site		Undertake resident travel survey to ascertain baseline travel patterns and establish secondary mode share targets. Undertake vehicle count surveys at site accesses and	Send out, collect and collate surveys. Analyse survey information, ascertain trip rates per dwelling.

APPROXIMATE PERIOD	TIME	ADMINISTRATIVE	ACTIVITY
		obtain percentage occupation of the site.	
Within two months following survey results		Update Travel Plan and agree secondary mode share targets.	Review secondary mode share targets.
On-going		Liaise with South Derbyshire District Council travel plan officer as appropriate for travel information updates. Update the public transport, walking, cycling and car share information on internet site, if required. Undertake Personalised Travel Planning Programs at regular intervals throughout the development period.	Raise awareness of the Travel Plan and its importance. Hold Travel Plan Days. Encourage residents to consider sustainable modes of travel.
18 months after first occupation		Undertake residential survey to ascertain progress against secondary mode share targets. Undertake vehicle count surveys at site accesses and obtain percentage occupation of the site to ascertain progress against headline mode share target.	Appraise performance against headline and secondary mode share targets. Provide results SDDC within two months of survey completion.
Ongoing Monitoring programme for minimum of 5 years following first occupation or until Headline Target has been achieved		Regular assessment through surveys of resident travel patterns on an annual basis. Undertake traffic count at vehicle accesses to the site on an annual basis. Revise and amend the Travel Plan, if required, based on survey results, feedback and comments.	Appraise performance against headline and secondary mode share targets.

9. SUMMARY AND CONCLUSION

9.1 Summary

- 9.1.1 This Travel Plan has been prepared by STSYRA Ltd on behalf of Providence Land Ltd in connection with the development proposals at Lucas Lane, Hilton.
- 9.1.2 The Lucas Lane development is proposed to comprise of 61 dwellings. The site will benefit from two separate access points. The primary access will be in the form of a simple priority junction accessing 41 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 20 dwellings.
- 9.1.3 Lucas Lane itself gains access to the wider road network on the A5132 Egginton Road east of the town centre.
- 9.1.4 This Travel Plan represents a commitment by the developer to support travel to and from the site via sustainable modes and reduce single occupancy car journeys generated on the external highway network to target levels that would be agreed with Derbyshire County Council.
- 9.1.5 The overarching objectives which underpin this Travel Plan would be to:
- Reduce the need for unnecessary travel to and from the development;
 - Reduce the traffic generated by the development to a lower level than would normally be predicted for the site without the implementation of a Travel Plan, in order to minimise the impact on the local highway network;
 - Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner; and
 - Promote healthy lifestyles and sustainable, vibrant local communities.
- 9.1.6 The site is located in a highly accessible location with walking, cycling and public transport access to a number and variety of services which would encourage the use of sustainable modes of travel.
- 9.1.7 The developer will fund the requirements of the Travel Plan throughout the development period as well as funding the initiatives and the monitoring of the plan.
- 9.1.8 Information will be prepared prior to the sale of properties and sales / marketing staff will be trained to promote sustainable travel and sell the Travel Plan aspect of the site to potential buyers. Before residents have started to occupy the site, a Travel Plan Coordinator will be in place and henceforth would work alongside any emerging resident's groups.
- 9.1.9 The Travel Plan Coordinator would implement a number of measures and also instigate a targeted Personalised Travel Planning Program throughout the development period. This would involve providing residents with individually tailored sustainable travel information and incentives, to encourage them to consider a range of transport options for their various journeys.

- 9.1.10 A headline modal share target for the development has been set which represents a 5% reduction in vehicle trips generated by the site when compared with the baseline level as set out within the Transport Assessment Report. The Travel Plan Coordinator will work to ensure this target is achieved.
- 9.1.11 Initial surveys will be undertaken within six months of the first occupation of the development in order to gather baseline data from which the more bespoke, secondary mode share targets can be reviewed enabling the patterns of each mode of travel to be monitored. The Travel Plan Coordinator can then refine the measures that are being promoted in response to the performance against the secondary targets to help ensure that the headline target is achieved.
- 9.1.12 Monitoring surveys would be repeated on an annual basis commencing 18 months after first occupation until a minimum of five years beyond first occupation. If the Headline Target has not been achieved by that stage then the annual monitoring will be extended for a further year.

APPENDIX A - MASTERPLAN



LEGEND

- INDICATES EXISTING TREES / SHRUBS TO BE RETAINED
- PROPOSED INDICATIVE TREE PLANTING SUBJECT TO DETAILED LANDSCAPING DESIGN
- INDICATES GARAGE DOOR POSITIONS
- INDICATES 1.8m HIGH LARCH LAP FENCE
- INDICATES 1.8m HIGH CLOSE BOARDED FENCE
- INDICATES 1.8m HIGH SCREEN WALL
- INDICATES DIRECTION OF NOISE SOURCE - SEE NOISE REPORT

SCHEDULE OF ACCOMMODATION					
CODE	HOUSETYPE	DESCRIPTION	SQFT	NO	TOTAL sqft
* 530	530	1 Bedroom 2 Storey semi-det house	530	2	1060
* 790	790	2 Bedroom 2 Storey semi-det house	790	8	6320
* 654	654	2 Bedroom Bungalow	654	2	1308
* 830	830	3 Bedroom 2 Storey semi-det house	830	6	4980
FOG	FOG	2 Bedroom 2 Storey flat	690	2	1380
865	865	3 Bedroom 2 Storey semi-det house	865	4	3460
950	950	3 Bedroom 2 Storey semi-det house	950	10	9500
975	975	3 Bedroom 2 Storey detached house	975	3	2925
1005	1005	3 Bedroom 2 Storey detached house	1005	5	5025
1155	1155	4 Bedroom 2 Storey detached house	1155	4	4620
1165	1165	4 Bedroom 2 Storey detached house	1165	6	6990
1305	1305	4 Bedroom 2 Storey detached house	1305	2	2610
1345	1345	4 Bedroom 2 Storey detached house	1345	3	4035
1350	1350	4 Bedroom 2 Storey detached house	1350	3	4050
1395	1395	4 Bedroom 2 Storey detached house	1395	1	1395
TOTAL				61	59658

* DENOTES AFFORDABLE HOUSING

Proposed Residential Development off Lucas Lane, Hilton

white ridge
architecture

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PROVIDENCE
LAND

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26/11/18

2200/03

DWG File Ref: 2200/03

Scale: 1:500 @ A1

ILLUSTRATIVE COLOUR SITE LAYOUT

26/11/18

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