

Proposed Industrial Development
AXIS 50, Etwall Road, Willington, Derbyshire

Technical Note 02 – Responses to Highway and Transport
Related Consultation Comments

This Technical Note has been prepared to highlight key points to address consultation comments relating to highway and transport matters with regards to the planning application for the above scheme (App Ref: DMPA/2019/0948). It should also be read alongside Technical Note 01 which provides additional information in response to the comments provided by the local highway authority, Derbyshire County Council.

1) Willington Parish Council

In response to the key summary points in the Connect Consultants letter on behalf of Willington Parish Council:

1. The TRICS trip rates were agreed with HE and DCC during scoping. The original 'Industrial Estate' trip rates in Scoping Note 01 were superseded by the 'Industrial Unit' trip rates agreed in Scoping Note 02. The latter provided higher peak hour and daily trips and therefore were more robust. Whilst it can be useful to discount sites based on local population size, this can result in leaving only a small sample of sites, which is not recommended, unless those remaining all had strong similarities to the specific development proposals.
2. The traffic distribution was also agreed with HE and DCC during scoping.

E-mail from Steve Freek HE 19.04.18 (included in **Appendix A** of the Transport Assessment) stated the following:

- *Trip generation figures have been revised based on the updated development uses outlined above. Based on an interrogation of the TRICS database using development types 'Warehousing (Commercial)' and 'Industrial Unit' for the respective B8 and B1c/B2 uses, we consider the proposed generation of 227 AM and 162 PM peak hour vehicle trips reasonable.*
 - *We have reviewed the information provided in Appendix C of the scoping note which details the methodology adopted for determining the proposed developments' trip distribution, using Census Journey to Work Data. To check the suitability of the proposals we have determined the likely trip distribution using the same approach, recording the most attractive route for each journey to/from the site for each ward. Our results suggest very similar proportions and as such we are content that the proposed distribution applied to the modelling work would provide a representative assessment of network operation.*
3. DCC have not raised any concerns regarding the junction capacity model for the double mini roundabouts. The key point is that the expected impact at this junction is small with a low number of additional traffic movements. The Framework Travel Plan includes sustainable transport measures and routing agreements aimed to reduce the impact further.

Extract from TA Table 6.7: Proposed Vehicular Trip Assignment by Junction (PCUs)

Junction	AM Peak		PM Peak	
	In	Out	In	Out
B5008 / A5132	24	6	3	19

Extract from TA Table 7.2: Proposed Development Traffic Flow Impacts (PCUs)

Junction	AM Peak Hour			PM Peak Hour		
	Base + Com	Diff	%	Base + Com	Diff	%
B5008 / A5132	2522	30	1.2%	2560	22	0.8%

We could provide the full results of our testing of a signalisation mitigation scheme to replace the double mini roundabouts, but do not consider this to be helpful as the results did not show the scheme to offer an overall benefit. Furthermore, the cost would be disproportionate to the level of impact. We have discussed potential mitigation here and the physical constraints with DCC, and further discussions may now take place if they consider appropriate.

- The full intended content of Appendix N of the Transport Assessment with details of the A50/A38 mitigation scheme referred to in the correspondence is now provided. Further modelling is required to finalised the finer details of the scheme, including the use of MOVA, but HE are generally satisfied with the mitigation proposals to signalise the junction based on the work to date. Also see response to DCC Highways.

2) Repton Parish Council

Points 3 and 4 relate to highways and transport.

The majority of the traffic generated by the proposed development is expected to use the A50/A38 junction. The expected impact at the double mini roundabouts in Willington is small with a low number of additional traffic movements (also see response to Willington Parish Council). The Framework Travel Plan includes sustainable transport measures and routing agreements aimed to reduce the impact further

The potential Road / Rail Interchange development at the junction of the A50 and A38 is not a committed development.

The expected impact on Repton and Milton is small with a low number of additional traffic movements. The following table shows the traffic travelling in both directions on the B5008 Repton Road to the south of the double mini roundabouts in Willington.

Extract from TA Table 7.1: Proposed Development Traffic Flow Impacts (PCUs)

Link Location	AM Peak Hour			PM Peak Hour		
	Base + Com	Diff	%	Base + Com	Diff	%
B5008 Repton Rd	1742	27	1.56%	1798	19	1.08%

The proposed bus service form Swadlincote will offer existing residents along the route and prospective employees with a sustainable transport option that does not currently exist. There is good potential for a positive impact from this measure to both reduce the impact of the development

and reduce some existing traffic. The Census data confirmed that people already travel from Swadlincote to Willington for employment.

There are a number of cycle route improvements proposed locally as part of DCC's Key Cycle Network that are in accordance with the Greenway Strategy for South Derbyshire and SDDC Cycle Strategy. A Greenway contribution has been suggested by DCC Highways in relation to Section 26 of the proposed Derbyshire Key Cycle Network runs along the towpath of the Trent and Mersey Canal at Willington.

3) Responses to Other Points of Objection/Comments

The Travel Plan will be used to provide infrastructure and measures to encourage the use of sustainable transport. A modal shift target to reduce the number of single occupancy car journeys by 10% is suggested, and progress will be monitored with the proposed actions and measures reviewed annually, in agreement with DCC.

There are proposals to improve public transport options from a variety of destinations for use to access the development site.

The operator of the Villager V3 service, Trent Barton, confirmed that it would be feasible to divert the bus route to serve the development with a U-turn at the site access roundabout or the Derby with Burton Services roundabout, and maintain existing frequency without the need for an additional bus, as there was slack in the timetable. This would be subject to time trials, viability calculations, and potential changes in circumstances and would need to be reviewed at a time close to delivery of the service. It is not proposed to extend this service as far as Toyota island. If the current proposal could not be achieved an alternative would need to be investigated.

A new hourly bus service is also proposed from Swadlincote to the site, via rural villages not currently served by public transport, providing links to existing bus and rail services at Repton and Willington. This could also potentially provide access to other large employment sites in the area to increase potential patronage and further reduce existing car journeys through Willington (see TA para 7.56). It is proposed to use the Travel Plan to tailor the bus service to the actual demands of the employees. The exact route and full details of the new bus service are to be agreed with the local authorities, and will include liaising with Toyota to investigate extending the service to also serve their site, as this has potential to reduce existing car journeys on the network.

New bus stop(s) will be provided to serve the site using the above bus services with location(s) to be agreed with DCC and the operators. Planning conditions/obligations can be suitably worded to secure the appropriate public transport improvements.

See response to Willington Parish Council above and DCC Highways regarding the trip generation calculations.

See response to DCC Highways regarding the impact on Etwall Road south of the A38/A50 junction.

See response to Willington Parish Council above regarding the impact on the double mini roundabouts in the centre of Willington.

A mitigation scheme to improve the capacity of the A38/A50 junction has been approved in principle with Highways England. Also see response to DCC Highways.

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