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Travel Plan

Axis 50, near Willington, South Derbyshire

For Brackley Property Development Ltd

Project: 18-0054

Date: 25-06-2019

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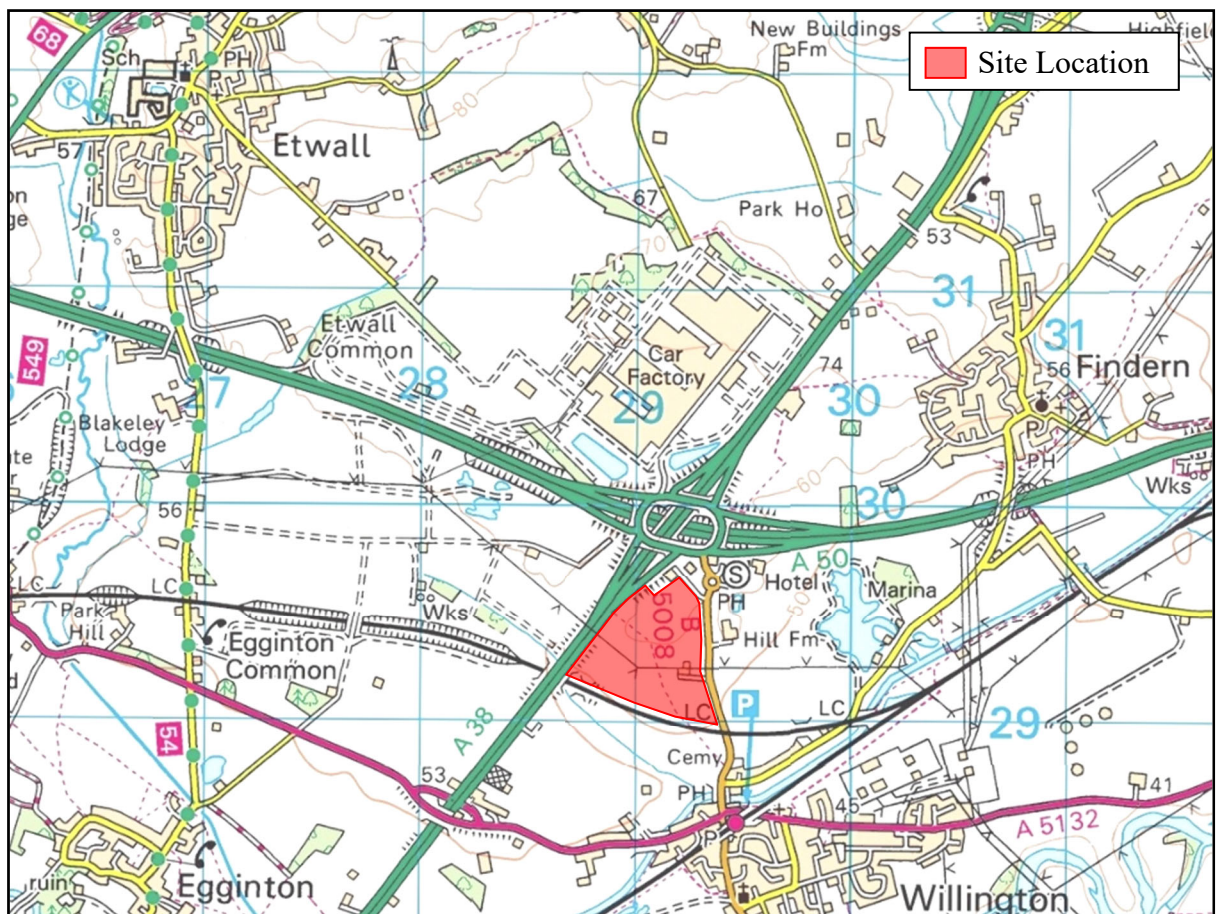
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1.0 Introduction

- 1.1 This Framework Travel Plan (TP) has been prepared on behalf of Brackley Property Developments, in respect of their planning application for an industrial development on land to the west of the B5008 Etwall Road, at Burnaston Cross, Derbyshire.
- 1.2 The development site is situated just south of junction 4 of the A50 where it meets the A38, known as Toyota Island. The Toyota factory is on the opposite side of the A50. The site is approximately 500m north of the village of Willington. The site location is shown in the context of the surrounding area within **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 The development proposals involve the development of commercial uses providing a combined floor area of up to 100,000m². The proposed floor area will be split with at least 75% (75,000m²) of the floor area being for B8 land uses and no more than 25% (25,000m²) of the floor area being B1c/B2 land uses. A new roundabout on the B5008

is proposed to provide access to the site. The indicative site layout proposals are included as **Appendix A**.

- 1.4 Travel Plans (TPs) have become an important element of working towards national and local transport and sustainability policy objectives, including the National Planning Policy Framework (NPPF) and local policy document, including the Derbyshire Local Transport Plan and South Derbyshire District Council (SDDC) Local Plan.
- 1.5 This TP sets out an overarching framework for the occupiers to work towards the objectives to positively influence staff and, where possible, customer travel patterns towards sustainable transport options, manage the car parking on-site and ensure that demand on-street parking in the local area is not created.
- 1.6 This TP provides the policy and background information, details of site-specific travel options and the proposed development, including the estimated trip patterns, and sets out the process for completing initial surveys, setting targets, implementing measures and monitoring success. It also includes an action plan.
- 1.7 This TP suggests traffic reduction and modal-shift targets for the proposed use and lays out clear guidelines and parameters for the TP as it evolves following occupation. A TP Co-ordinator will be appointed by the site occupiers to administer and maintain the TP. The TP will have a lifecycle of at least 5 years after occupation of the site, subject to the requirements of the planning authority.
- 1.8 This document has been prepared in accordance with the NPPF, the local planning and transport policies prepared by Derbyshire County Council (DCC), together with DfT Travel Plan guidance and best practice. The TP brings together aspects regarding on-site measures, in the form of scheme design and the on-site infrastructure proposed, as well as the promotion of off-site travel options, including walking, cycling and public transport facilities.
- 1.9 TPs have the potential to help achieve more sustainable development. The implementation of an effective TP for new developments can help sites to maximise accessibility and actively encourages sustainable travel choices by promoting walking, cycling and use of public transport, as well as alternatives such as car sharing.

2.0 National Policy Context

Context

- 2.1 The emergence of TPs 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.
- 2.2 A TP 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 development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.3 This TP 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. The policy context for the TP is summarised below.

National Planning Policy Framework (2019)

- 2.4 This Travel Plan has been prepared in accordance with the revised National Planning Policy Framework (NPPF) (MHCLG, 2019) which states the following (paragraph 111):

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- 2.5 For considering planning applications for development, in relation to Promoting Sustainable Transport, the NPPF (2019) states (paragraphs 108) that “appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location”.
- 2.6 This Travel Plan include proposals to improve accessibility for pedestrians and cyclists, with physical infrastructural measures and promotional measures, it also improves public transport opportunities and access to these options, that are appropriate for the

type of development and location (see Section 8.0).

2.7 It is also stated in the NPPF (2019) (paragraph 103) that:

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.8 This acknowledges that transport choices will be more limited in rural locations, as previously recognised in the NPPF (2012) (paragraph 29) and therefore the rural context of the application must be considered, albeit there is good access to local services and amenities, including a train station, within Willington and at the Derby-Burton Services, which will be improved with the proposed pedestrian and cycle facilities, and there is an existing bus service that will be re-routed to directly serve the site.

National Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (2014)

2.9 The National Planning Practice Guidance (NPPG) on Travel Plans, Transport Assessments and Statements, sets out that Travel Plans ‘*should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate*’. To this end, the document states that TPs should evaluate and consider:

- benchmark travel data including trip generation databases;
- information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

- 2.10 The NPPG sees monitoring as a key part of the travel planning process. Monitoring needs *‘to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets’*. Monitoring requirements should *‘only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the TP’*.

Active Travel Strategy (2010)

- 2.11 The Department of Health and Department for Transport (DfT) jointly published the Active Travel Strategy in February 2010. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade.
- 2.12 The guiding principles for the strategy are that walking and cycling should be everyday ways of travel; not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)

- 2.13 The DfT and Department for Communities and Local Government published the guidelines on delivering travel plans in April 2009. The guidelines aim to help those involved in creating and implementing travel plans understand the processes involved and good practice for achieving successful and sustainable plans.
- 2.14 The guidelines provide information with regards to:
- Requirements for a TP
 - How a TP should be designed and what it should contain
 - How to evaluate a TP
 - How to secure a TP through the planning process
 - Implementation and management of a TP
 - Monitoring and enforcement of a TP.
- 2.15 This TP will be primarily targeted at staff. With specific regard to workplace TPs the guidelines state that TPs should focus on commuter travel and travel in the course of work, but can and should also include strategies to make visitor and freight travel more

sustainable. Workplace TPs typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace TPs also include actions to reduce the need to travel – for example, policies to encourage home working and video conferencing.

- 2.16 The guidelines state that an outcomes approach should be adopted by TPs in which outcomes are linked to specific targets. If the targets are not met remedial measures can be set out which are adopted if the specified targets are not reached.

3.0 Travel Plan Benefits, Aims & Objectives

Benefits

- 3.1 The production of an effective TP can result in a number of key benefits for a variety of stakeholders. **Table 3.1** identifies these stakeholders and describes the benefits of travel planning measures to them.

Table 3.1: Travel Plan Benefits for Site Users and Stakeholders

Stakeholder/ User Group	Travel Plan Benefits
SDDC/DCC and Local Councilors	• Demonstration of long term strategy by developer for reducing traffic impact on the local road network. • Help achieve wider local policy objectives. By actively pursuing travel plans through the planning process, SDDC/DCC can deliver on other commitment to sustainability and healthy lifestyle objectives. • Contribute to vibrant local economies.
Business Owners & End Users (Employers)	• Reduced development costs – reducing car demand, means fewer parking spaces are required. Land that might otherwise be needed for parking can be put to more effective and valuable use e.g. increasing development density. • Strengthening relationships with SDDC by adhering to the planning process in full. • Assist in achieving mode share targets, minimising the potential for expenditure on physical measures that DCC can require. • Save money on the cost of providing and maintaining parking spaces. • Solve problems caused by parking demand. • Help meet shareholder demand for corporate social responsibility by meeting environmental targets e.g. ISO14001. • Cut mileage claims and other business travel costs. • Reduce staff downtime spent travelling for business. • Prevent delivery and customer access problems caused by traffic congestion. • Improve company image with both customers and neighbours. • Improve staff health and reduce absenteeism. • Help reduce the carbon footprint of the development and enhance the corporate environmental image and contribute to ISO1400 Environmental Management Standards.
Staff	• Reduced journey times to work. • Opportunities to incorporate healthy exercise into daily lifestyle. • Reduce the cost of travel to work (or avoid the need to buy a car). • Improved work-life balance through flexible working and less need to travel on business.
Visitors	• Maximising ease of access by sustainable travel modes.

Aims & Objectives

3.2 The overall aim of the TP is:

‘To develop a package of measures which promote safe and sustainable travel to and from the site, where possible encouraging alternatives to the private car, and promote the effective management of the available car parking provision.’

3.3 The Derbyshire Local Transport Plan Three (LTP3) sets out the following vision and goals for transport which supports the measures of a Travel Plan:

Transport vision

At the heart of our vision is a transport system that is both fair and efficient. Healthier lifestyles, safer communities, a safeguarded and enhanced natural environment and better access to jobs and services will be the result. To get there, we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs.

Transport goals

Our plan’s goals are as follows:

- *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.*

3.4 Targets will be set to reduce the percentage of single occupancy car journeys to and from the site, and to increase the percentage of people using more sustainable modes of transport (public transport, cycling, walking, car sharing, etc.) for these journeys.

3.5 Once the targets have been set, the objective of the TP will be to provide a mixture of measures and mechanisms to encourage the use of more sustainable transport methods, make the alternatives more attractive than single occupancy car journeys and ultimately achieve the targets. This will include the provision of information and marketing material, suitable facilities, and holding promotional events. The TP will also monitor the results of putting measures in place and review the targets and progression on a regular basis.

4.0 Travel Plan Administration

4.1 As there are a number of different units proposed as part of the development which are expected to be operated by different commercial companies, a Framework Travel Plan provides the overarching principles and targets for the site as a whole, to be taken forward by each of the occupiers when developing detailed Travel Plans for themselves. The individual occupiers will work together towards some of the shared objectives and targets for the whole site set out in this Framework Travel Plan.

4.2 The individual TPs will be implemented and developed by the site occupiers for at least 5 years after occupation of the unit, subject to the requirements of the planning and highway authorities.

Travel Plan Co-ordinator and Travel Plan Representative

4.3 Effective management is essential to the success of a TP and current best practice recommends that a single point of contact is appointed in order to take overall responsibility for transport issues relevant to the site.

4.4 A 'lead' TP Co-ordinator (TPC) will need to be appointed to be responsible for implementing the site wide TP. Ideally a representative from one of the occupiers should take a lead role in co-ordination of Travel Plan issues for the whole site. The following contact from the development company will act as the interim site TPC until a person is formally appointed. As soon as a more permanent position is created, contact details will be forwarded to DCC.

James Houghton, Senior Project Manager, Brackley Property Developments

Tel: 01869 244848

Email: james.houghton@brackley-propdev.co.uk

4.5 Each occupier will need to appoint a Travel Plan Representative (TPR) who will liaise with the TPC with regards to the site wide TP and implementation of measures by individual companies. The appointed person for each occupier will have the necessary authority to ensure that measures are implemented, be able to make decisions relating to the TP and be responsible for their TP budget. This member of staff should hold a relatively senior position and will be the first point of contact for all staff, customers,

SDDC/DCC and other outside organisations in all matters regarding travel. The occupier will submit contact details for the appointed TPR to SDDC/DCC on appointment.

4.6 The TPC and TPRs will work closely with the local authority and public transport operators to agree objectives and targets for the site and consider possible incentives and other measures to encourage travel by foot, cycle or public transport.

4.7 The TPC and TPRs duties will be to:

- oversee the implementation and development of individual TPs
- liaise with SDDC/DCC with regards to any issues affecting the TP
- to liaise with public transport operators, and other transport organisations and DCC officers to promote discounts and information
- prepare and disseminate information
- prepare and update the travel information board
- administer the car park management plan
- be a point of contact for occupiers on transport/parking issues/HGV routing agreements
- complete the first monitoring travel surveys following 3 months of occupation and in accordance with the monitoring schedule
- monitor and review the TP
- prepare update reports

Steering Group

4.8 A TP Steering Group will be set up by the TPC as part of the administration of the plan. The steering group will be attended by the TPRs, to represent and provide feedback from all site users. The development of a Steering Group will provide a forum for consultation which will help the individual TPs to evolve in partnership with all site users to achieve the Framework Travel Plan objectives and targets.

5.0 Sustainable Travel Facilities

- 5.1 This section establishes the sustainable travel facilities in the vicinity of the site, which will enable staff and visitors to choose how they travel to and from the site.

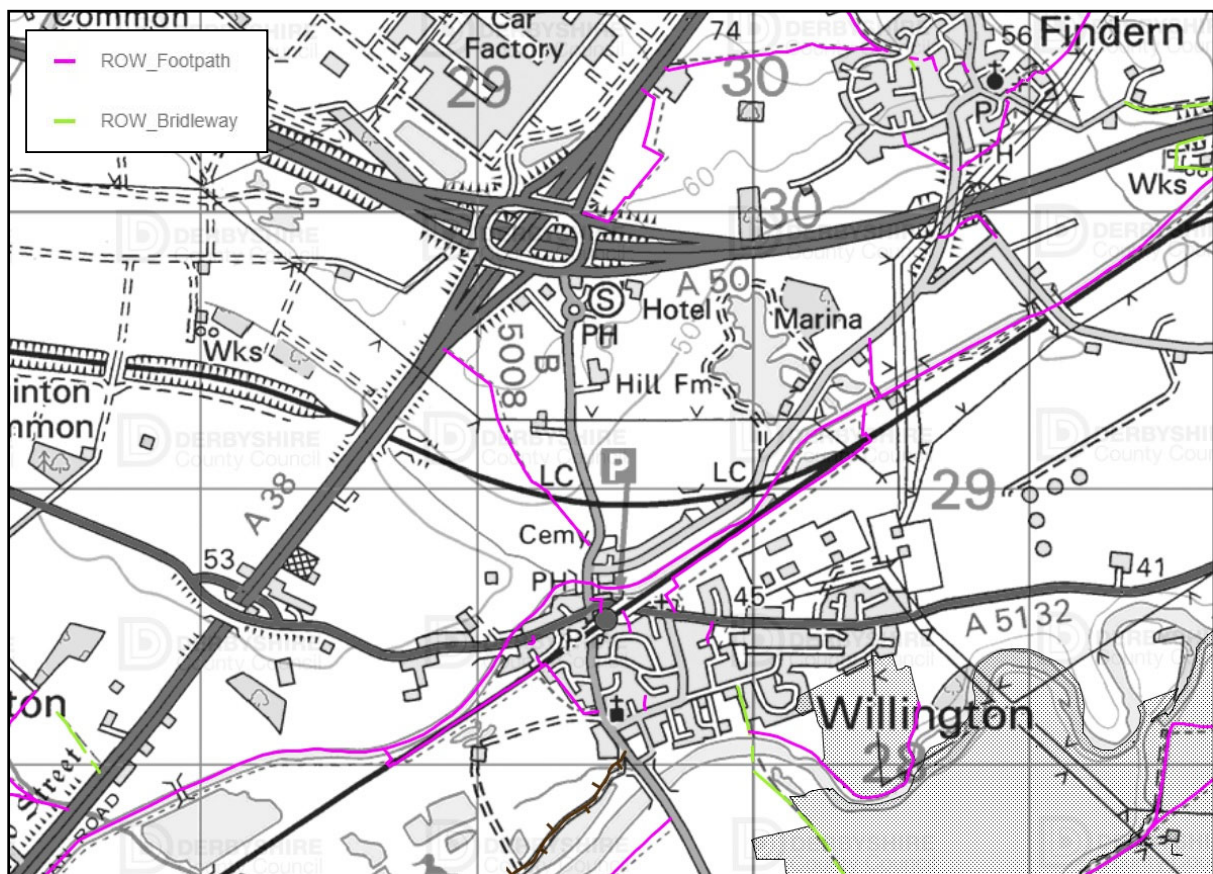
Walking

- 5.2 Whilst PPG13 on Transport was superseded, the key principles and good practice remain relevant. “PPG13: A Guide to Better Practice” stated that “motorised modes are rarely used for trips of around half a mile (0.8 km) or less and the former PPG13 stated that “walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres”.
- 5.3 The whole village of Willington is well within a reasonable 2km walking distance of the proposed site, it is approximately 500m from the proposed pedestrian/cycle access into the site. There is existing pedestrian infrastructure to aid walking between Willington and the site, which can be used for commuting and for use of the local facilities in Willington during lunch breaks and before/after work. Footways run along the full length of Etwall Road on the east side of the carriageway. A grass verge is provided for a majority of the length that separates the footway from the road.
- 5.4 The footway along Etwall Road runs underneath the railway level crossing and so safeguards pedestrians using this route. Guard railing is also provided near the underpass to further improve pedestrian safety.
- 5.5 There is a footway provide along Findern Lane, which provides access to the Mercia Marina, approximately 1.5km from the site (20min walk, or 5 min cycle ride). This offers additional local facilities for use during lunch breaks and before/after work.
- 5.6 Further uncontrolled pedestrian crossing facilities are provided to the north of the site at the roundabout that serves the service station. Dropped kerbs, tactile paving and central pedestrian refuge facilities are provided on two of the arms. This will enable staff and visitors to access the nearby facilities provided at the service station by foot.
- 5.7 Footways are also provided on part of the Toyota Island roundabout. The footways connect from the service station to the public right of way accessed by steps between

the entry from the A38 southbound and exit for the A50 eastbound. This public right of way exits opposite the Toyota Manufacturing Plant on the east side of the A38. There is a public right of way that connects to Findern from the A38 just to the north.

- 5.8 There are also a number of other public rights of way in the area, as shown by the DCC public rights of way plan, an extract of which is provided as **Figure 5.1**.

Figure 5.1: Public Rights of Way Plan

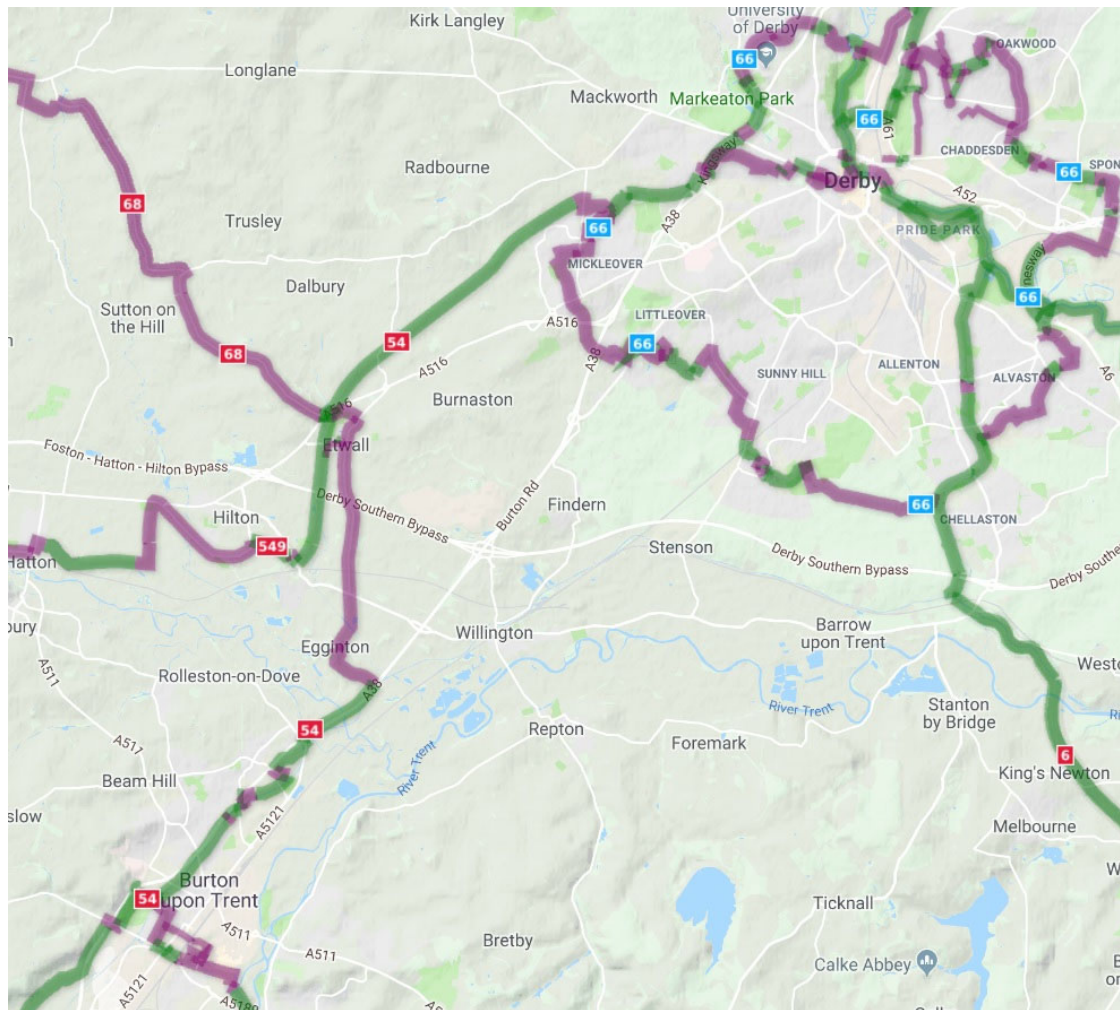


- 5.9 A public right of way (Footpath no. 9) currently runs through the proposed development site. This runs from the east side of the A38 towards Willington. It starts at the end of the slip road to join the A38 southbound from Toyota Island, and crosses through the site to a pedestrian level crossing on the Stoke to Derby railway line, approximately 165m to the west of the Willington level crossing on Etwall Road, and then through the field to meet Etwall Road 160m south of the level crossing.
- 5.10 As a part of the development proposals, the public right of way that current cuts across the site is to be rerouted parallel to the A38 along the western boundary, and then along

the southern boundary of the site. As recommended by Network Rail, it is proposed to close the pedestrian level crossing facility and divert the public right of way through the site and onto Etwall Road in order to utilise the much safer pedestrian sub-way alongside the Willington level crossing on Etwall Road. The diverted public right of way will be accessible from the pedestrian/cycle access approximately 140m north of the Willington level crossing on Etwall Road.

Cycling

- 5.11 PPG13 noted that “cycling also has potential to substitute for short car trips, particularly those under 5.0km and to form part of a longer journey by public transport”. There are a number of urban residential areas within 5.0km of the site, including Willington, Findern, Repton, Egginton, Stenson and Etwall and therefore a are within the recommended cycling distance for commuting to and from the site. Some of these are only accessible on-road route, such as Findern which is 3.0km (10min cycle ride) via Findern Lane.
- 5.12 An extract of the Derby City Council (DCC) Cycle Map is provided in **Appendix B**. This shows that a traffic free cycle path travels north from the A38 / A50 (Toyota Island) roundabout alongside the A38. This cycle route then joins up to recommended unmarked cycle routes and Derby’s extensive cycle network, including Regional Cycle Route (RCR) 66, which provides an orbital route around Derby. It also continues south along the west side of the A38 to Burton on Trent, and therefore provides opportunities to commute by cycling to and from Derby or Burton on Trent. This cycle route can be accessed from the site via the Egginton junction (2.3km 7mins cycle time). The total journey from the site to Derby city centre via this route is approximately 14km (47mins cycle ride) and to Burton on Trent town centre is approximately 9km (29mins cycle ride).
- 5.13 An extract of the Sustrans map for the area is provided as **Figure 5.2** below. National Cycle Route (NCR) 54 runs along Egginton Road. The route can be accessed from the A5132, to the west of Willington a cycling distance of approximately 3.7km to the east of the proposed site (11mins cycle ride). NCR 54 provides a route south (through Burton upon Trent) and links into RCR 66, to the north, providing an alternative route to/from Derby.

Figure 5.2: Extract of Sustrans Map

- 5.14 There is also an alternative route along the canal, to Burton on Trent town centre which is approximately 8.2km (24mins cycle ride) from the site, accessed at Canal Bridge. This route also continues north to Stenson which is approximately 4.2km from the site (13min cycle ride).
- 5.15 SDDC have confirmed there are committed tow path improvements which will improve the route between Willington and the south derby development area. This is Route No. 4 of the Greenway Strategy for South Derbyshire, extending from Swarkestone to Stretton, which would comprise an improved shared use Greenway to connect NCN6 to NCN54, via Willington. There are also schemes proposed for improvements to the tow path to the south from Willington to Repton and beyond (route no. 14), and also a connection between the tow path and Findern (part of route no. 5). These proposals all also form part of the SDDC Cycling Strategy (2001). The proposed new or improved

routes will provide an extensive cycling network within the area. The proposed infrastructure is supported by policies for travel plans for new developments, cycle parking, integration with rail services, safety and security, encouragement and education.

Public Transport - Bus Services

- 5.16 A 400m walking distance to the nearest bus stop is recommended by the Institute of Highways and Transportation's Guidelines for Planning for Public Transport in Developments (IHT 1999). However, the guidelines also state that the recommended 400m is to be "treated as guidance" and that it is "more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance".
- 5.17 The nearest bus stops to the site are situated along Etwall Road in Willington between the junctions of Findern Lane and The Green. These are approximately 550m from the pedestrian/cycle access to the site (6 minute walk). Facilities at the stop on the western side of Etwall Road include a shelter, seating, raised kerbing and timetable information, whilst the stop on the eastern side of the road provides raised kerbing with a pole, flag and timetable information. There are also bus stops on Findern Lane.
- 5.18 The bus service which serves these stops are summarised in **Table 5.1** below. Full timetable details for each of the services can be found at www.travelineeastmidlands.co.uk.

Table 5.1: Bus Service Summary

Service No.	Route	Days	Times (hrs)	Daytime Frequency
Villager (V3)	Derby > Willington > Repton > Burton	Mon-Fri	0621-2345	60mins
		Sat	0621-2344	60mins
		Sun	0941-1045	60mins
	Burton > Repton > Willington > Derby	Mon-Fri	0707-2325	60mins
		Sat	0707-2325	60mins
		Sun	0921-1125	60mins

Note: Times as timetabled for nearest bus stop on Etwall Road

- 5.19 The bus services stopping on Etwall Road within the vicinity of the proposed site

provide links to and from Derby and Burton on Trent. The bus service provides hourly services throughout the whole week. It provides a journey time of 30 mins into Derby city centre and 19 mins journey to Burton on Trent.

- 5.20 The operator of the Villager (V3) service, Trent Barton, has confirmed that it would currently be feasible to divert the bus route to serve the development (and potentially the Derby with Burton Services site) with a U-turn at the site access roundabout (or the Derby with Burton Services roundabout) and that this could be achieved within the existing timetable and maintain the hourly frequency (see **Appendix C**). A new bus stop could be provided on the development side of Etwall Road (potentially with a further bus stop on the east side of the road near to Derby with Burton Services), with the exact location(s) to be agreed with DCC Highways and the bus operator.
- 5.21 The mitigation strategy also includes providing a new hourly bus service 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.
- 5.22 There is also the Derbyshire Connect South and West call connect service, which covers the Willington area, but is predominantly a bus service for residents needing to access shopping facilities and health appointments.

Public Transport - Train Services

- 5.23 The nearest train station is in Willington which is approximately 600m to the south of the pedestrian/cycle access to the site (7 minute walk or 2 minute cycle ride). Willington train station lies on the line between Birmingham and Nottingham, also calling at Derby and Burton-on-Trent on-route. The rail services provide an 8-minute journey to Derby and 5-minute journey to Burton-on-Trent. Both stations are interchange points for other services operating locally, regionally and nationally.
- 5.24 Timetable information for rail services can be found at www.nationalrail.co.uk

Conclusion

- 5.25 The proposed development is situated in a relatively sustainable location, with residential areas and local amenities and facilities accessible by sustainable modes of

transport. The development proposals include providing a segregated access for pedestrians and cyclists only, widening the existing footway between this site access and the village of Willington, diverting the existing PROW through the site to close the pedestrian level crossing and provide access to the subway at the Willington level crossing on Etwall Road, providing new recreational space and walking routes for employees and the public to enjoy, rerouting the existing bus service to directly serve the site from Derby and Burton on Trent and providing a new bus service from Swadlincote. These and further measures to promote the use of sustainable transport are set out in **Section 8.0**.

6.0 Development Proposals

- 6.1 The proposals involve the development of commercial uses providing a combined floor area of up to 100,000m². The proposed floor area will be split with at least 75% (75,000m²) of the floor area being for B8 land uses and no more than 25% (25,000m²) of the floor area being B1c/B2 land uses. The indicative site layout proposals are included as **Appendix A**.
- 6.2 The proposed site access is a roundabout on the B5008 Etwall. It is situated just over 120m to the south of the existing roundabout along the Etwall Road which provides access to the Derby with Burton Services (hotel, petrol station, pub / restaurants) adjacent to the A38 / A50 junction. The site access arrangements are provided in **Appendix D**.
- 6.3 Pedestrian access to the site will be provided with footways alongside the proposed vehicular access along Etwall Road, and pedestrian crossing facilities with dropped kerbs and tactile paving will be provided on each arm of the roundabout and provide links to the existing pedestrian footway along the eastern side of Etwall Road.
- 6.4 A further shared pedestrian/cycle access, segregated from vehicular traffic, is proposed further to the south of the site. It is proposed to widen the existing footway on the east side of Etwall Road, where practical to do so within the highway boundary, with the intention to provide a footway/cycleway between the pedestrian/cycle access and the village of Willington. A crossing point with dropped kerbs and tactile paving will be provided approximately 140m north of the Etwall Road level crossing, to ensure that pedestrian and vehicular inter-visibility can be achieved in both directions and to provide access to/from the site. These proposals are also shown on a drawing in **Appendix D**.
- 6.5 It is proposed that the shared pedestrian/cycle link within the site will be 3.0m wide and hard surfaced from the crossing point to the internal road network within the site, and link to recreational pedestrian routes. The route from the internal highway network will also provide maintenance access for the balancing pond. Pedestrian routes and crossing points will also be provided within the site to provide safe access on foot to the various units within the proposed site.

- 6.6 As a part of the development proposals, the public right of way that current cuts across the site is to be rerouted parallel to the A38 along the western boundary, and then along the southern boundary of the site. As recommended by Network Rail, it is proposed to close the pedestrian level crossing facility and divert the public right of way through the site and onto Etwall Road in order to utilise the much safer pedestrian sub-way alongside the Willington level crossing on Etwall Road. There will be recreational walking routes, and areas to sit and socialise in the south-east corner of the site around the feature balancing pond, created for employees and the public, which form part of and connect to the public right of way. This will be accessible to the public via the pedestrian/cycle access approximately 140m north of the Willington level crossing on Etwall Road, or the main site access.
- 6.7 A survey of the public right of way was undertaken as part of the 2007 planning application for this site, which observed no use. A further survey was completed on two weekdays and a weekend in June 2018 (see Appendix C in the TA), which identified some use of the route, but with no use of the access to/from the A38. All movements involved individual people entering the PROW from Etwall Road and returning to Etwall Road within 15mins or half an hour. This would suggest a circular route used by dog walkers or for general recreational purposes, rather than it being used as part of a longer route, as anticipated based on the limited connections for onward routes from the A38. Therefore, the proposed circular routes focused around the south-east corner of the site will offer pleasant recreational walks for local residents, including dog walkers, which would fit the patterns of movements identified in the survey.

Parking

- 6.8 Car parking standards adopted by DCC are contained within the 6C's Design Guide. The proposed development scheme will involve a mix of B1c, B2 and B8 land uses. The relevant maximum standards set out within the 6C's Design Guide for each of these land uses are set out as follows. These will be applied to each unit.
- B1c & B2 – one car space or every 55m² floorspace
 - B8 Warehousing – one car space for every 120m² floorspace
- 6.9 The 6C's Design Guide provides a minimum standard for disabled parking spaces:

- Up to 200 spaces - Individual bays for each disabled employee plus two bays or 5% of total parking spaces
- Over 200 spaces - 6 bays plus 2% of the total number of parking spaces

6.10 Parking standards relating to servicing provision are also set out within the 6C's Design Guide. The minimum servicing standards are:

- B1c – one lorry space for every 500m² floorspace
- B2 / B8 – one lorry space for every 400m² floorspace

6.11 Cycle parking will also be incorporated into the scheme on the basis of the minimum standards set out within the 6C's Design Guide. Cycle parking for the B1c, B2 and B8 land uses should be provided to a minimum level of one cycle parking space per 400m² of floorspace. The spaces will be secure and covered cycle parking facilities, conveniently located near to the entrances of buildings, with good lighting.

6.12 The masterplan has been informed by these standards, however the proposed development scheme and outline planning application provides some flexibility in the split of uses between B1c, B2 and B8, therefore the proposed levels of car / disabled / lorry / cycle parking should be calculated based on the standards for each unit once the land use is confirmed.

6.13 The provision of charging of plug-in and other ultra-low emission vehicles will be provided to meet the requirements of the local planning and highway authorities.

7.0 Travel Demands and Targets

- 7.1 The anticipated number of vehicular and OGV trips during the peak hours is set out within the Transport Assessment (TA) which also accompanies the planning application.

Table 7.1: Vehicular and OGV Trip Generation

Land Use	Peak Hr	Trip Generation Total Vehicles		Trip Generation OGVs	
		In	Out	In	Out
Industrial Units (25,000m ²)	AM (0800-0900)	126	16	5	3
	PM (1700-1800)	9	114	1	1
Warehousing (75,000m ²)	AM (0800-0900)	95	44	23	17
	PM (1700-1800)	17	60	8	17
Total (100,000m ²)	AM (0800-0900)	220	59	27	20
	PM (1700-1800)	26	174	8	17

- 7.2 Whilst the general objectives and measures are aimed to target all site users, the main focus will be on staff travel, which will generate the most movements to and from the site, and is a key area where targets can be set and easily monitored.
- 7.3 The percentage split for the overall site has been extracted from the TA.

Table 7.2 – Multi-Modal Trip Generation

Mode	Average % Split	Total Trips (Arrivals & Departures)	
		AM Peak (0800 – 0900)	PM Peak (1700 – 1800)
Vehicle Drivers	87.0%	279	199
Cyclists	1.0%	3	2
Car Passengers	10.2%	33	23
Pedestrians	1.1%	4	3
Public Transport	0.7%	2	2
Total People	100.0%	321	229

Note: Some rounding errors may occur

- 7.4 On average, 87.0% of the trips generated by the proposed development scheme are expected to be vehicle drivers, with 10.2% passengers. More sustainable transport modes (pedestrians, cyclist and public transport) make up the remaining 2.8% of the

total number of trips generated.

- 7.5 An initial staff travel survey will be undertaken within the first 3 months of occupation, to confirm the baseline modal split for the site, which may differ from the modal split data in **Table 7.1**, and will provide a more accurate starting point for the TP. The information collected as part of the travel survey will help to inform the TPC of existing home locations of staff (i.e. baseline survey conditions) and travel patterns, enabling a targeted approach to travel planning measures to be undertaken, such as introducing potential car sharers or informing individuals of alternative travel options they could consider.
- 7.6 The first year targets for the site will be mainly outcome based, and these will include:
- Provide a travel noticeboard with a range of information covering all modes, including discount information, timetables, taxi numbers, etc.
 - Organise travel surveys and complete a TP Update Report, 3 months after occupation and submit to DCC for approval.
- 7.7 In terms of modal shift targets, a provisional target to reduce the percentage of staff car drivers by 10%, over the first 5 years of occupation of the site is considered appropriate, so from 87% to 77% based on the estimated modal split in **Table 7.2**, although the baseline will actually be set by the initial surveys. Additional targets will be set for increasing the use of particular modes of travel to provide focus for the measures being implemented, and for evaluating the use of bus services and car sharing.
- 7.8 The monitoring of progress towards the modal shift targets will be the responsibility of the TPC. After the 3 months of occupation initial travel surveys and a TP Update Report will be undertaken and the report submitted to DCC for approval. Specific targets for the following year will be agreed with DCC, taking on board all extenuating factors affecting the site/staff as part of this process.
- 7.9 The TPC will subsequently organise annual travel surveys to be undertaken to establish any changes to the modal split and obtain feedback on the uptake of incentives. The survey results will be presented in annual Monitoring Reports issued to DCC each year.

- 7.10 The Monitoring Reports will review the travel patterns and identify progress towards achieving the target mode shifts, as well as setting annual progress targets for the following year. The TPC will liaise with DCC to review and amend the TP targets and measures accordingly. Monitoring Reports will need to be submitted annually for the first 5 years following the occupation of the site.

8.0 Travel Plan Measures

- 8.1 TP measures will be used to help the plan achieve its desired objectives (**Table 3.1**). The measures will primarily be aimed at employees, but visitors will also benefit from the TP measures.
- 8.2 The following outlines a series of measures that will be implemented as part of the TP, with infrastructure based ‘hard’ measures followed by marketing based ‘soft’ measures. The list is not exhaustive and can be developed and expanded on by the TPC, as part of implementing the TP, tailoring it to specific needs and focus areas.

Hard / Infrastructure Measures

Reducing Travel Requirements

- 8.3 The site location benefits from proximity to a fairly large residential population, within Willington and the immediately surrounding area, which are accessible either on foot or by bicycle, reducing the need for staff to travel to the site by car.
- 8.4 There are also a range of facilities and amenities within Willington and at Mercia Marina and the Derby with Burton services, within an easy walking or cycling distance, which could be used by employees during lunch breaks and before/after work.
- 8.5 The site location also benefits from being located in very close proximity to the Strategic Highway Network, so that HGV traffic has minimal impact on the local road network.

Walking and Cycling

- 8.6 The development will provide direct links to the existing pedestrian network, with new crossing facilities with dropped kerbs and tactile paving, at the main site access and via the additional shared pedestrian/cycle only access, segregated from vehicular traffic.
- 8.7 It is proposed to widen the existing footway on the east side of Etwall Road, where practical to do so within the highway boundary, with the intention to provide a footway/cycleway between the pedestrian/cycle access and the village of Willington
- 8.8 Secure on-site cycle parking will be provided for staff / customers to use and changing facilities for staff will be provided on site. The provision of these facilities will offer

further encouragement to staff who are considering cycling or walking to the site.

Public Transport

- 8.9 The existing Villager (V3) bus service route can be rerouted to serve the development from Derby or Burton on Trent, using existing resources.
- 8.10 A financial contribution is proposed to provide a new bus service from Swadlincote to the site, via rural villages not currently served by public transport, that will also provide a link to existing bus and rail services at Repton and Willington.
- 8.11 New bus stop(s) will be provided to serve the site using the above bus services.

Travel Information

- 8.12 Travel information notice boards will be provided in each unit (also see section below).

Soft / Marketing Measures

Reducing Travel Requirements

- 8.13 When recruiting, the occupiers will endeavour to employ staff from the local area, where possible, reducing the need to travel significant distances and therefore reducing the need to travel by car.

Travel Information

- 8.14 In addition to the infrastructure based measures, a major part of implementing the TP will be to ensure that all site users are informed about the travel options available to them, and are encouraged to make sustainable travel choices. This will include provision of information for pedestrians and cyclists, local public transport information, and promoting car sharing.
- 8.15 The Travel Plan, its features and benefits, including travel information will be included as part of staff induction information.
- 8.16 Contact details for the TPC/TPR will be provided for information and advice, along with useful contact details and websites for further information.
- 8.17 All of the information discussed within this section will be included in staff induction

information and on a travel notice board which the TPC will use to display up-to-date travel information. The notice board would include a summary of the TP itself, along with public transport, cycling and walking information and location maps. Travel information will also be shared electronically.

- 8.18 The occupiers will also include website links on the various occupier websites which will provide links to journey planning tools, such as Google Maps. The links will provide users with travel options, including sustainable modes, to reach the site from their designated starting location.
- 8.19 Visitors and employees will be encouraged to use the Strategic Road Network, via the A50/A38 when commuting by car to/from locations such as Swadlincote, Ashby-de-la-Zouch and further south, rather than through Willington village with additional 'how to find us' information included as part of staff induction information and on occupier websites.

Walking

- 8.20 In addition to the design features incorporated within the development proposals, the following measures will be implemented as appropriate to encourage walking to and from the site:
- Walking information with maps showing local pedestrian routes to key destinations and local public transport links provided in staff induction information and on the travel notice board.
 - Promote the health benefits of walking by producing and distributing promotional material, including information on the buddy system using the WalkBudi and BikeBUDi databases. Use of the buddy scheme will allow people to walk/cycle to and from the sites in groups and hence heighten the security of the individuals and encourage more people to walk/cycle to work.
 - Promote www.derbyshire.gov.uk/leisure/countryside/access/walking
- 8.21 The provision of accessories (reflective/illuminative jackets, personal alarms, etc) to staff will be considered to increase personal security whilst walking to work.

Cycling

8.22 The following measures will be implemented as appropriate to promote and encourage cycling to and from the site:

- Cycle information with maps showing local cycle routes provided in staff induction information and on the travel notice board.
- Promote the health benefits of cycling.
- Promote the concept of ‘cycling buddies’ and the Liftshare database BikeBUDi.
- Investigate the feasibility of introducing a Bicycle User Group (BUG) to development and implementation further measures to encourage cycling.
- Investigate introducing a salary sacrifice scheme Cycle to Work Scheme for the purchase of cycles and cycle equipment (employees sacrifice part of their remuneration for non-cash benefits).
- Contact local cycle retailers and repair shops to investigate whether discounts on cycling equipment, or maintenance services, can be secured for members of staff.
- Advertise the availability of adult cycle training offered by Cycle Derby for free. More information provided at www.cyclederby.co.uk
- Promote www.sutrans.org, www.lovetoride.net and <http://bikeweek.org.uk>

Public Transport

8.23 The following measures will be implemented as appropriate to encourage the use of local public transport services for the development:

- Provide a summary of local bus services and ticketing options in staff induction information and on the travel notice board and update the information on a regular basis.
- Promote www.derbybus/info/
- Liaise with local public transport operators to see if discounted or multi-operator tickets can be secured for members of staff.

Car Sharing

8.24 Car sharing is an alternative to single occupancy car journeys which is particularly appropriate for regular commuter journeys. Car sharing can be an effective way of

sharing costs, reducing stress and cutting pollution and congestion. Even sharing a lift once or twice a week will help reduce pollution and congestion.

- 8.25 There is a Derby Carshare scheme for Derby and Derbyshire which can be used to match people making similar journeys in and around the county. The scheme offers people travelling within the area the opportunity to organise shared journeys without any subscription fee. Any types of journey can be shared, from the daily commute to work to one off journeys to special events.
- 8.26 Information promoting car sharing, including Derby Carshare, will be provided in staff induction information and on the travel notice board, with reference to liftshare.com/uk/community/derby for more information.
- 8.27 The TPC will consider, along with the relevant managers/company directors, offering a guaranteed lift home for staff that car share if their lift home falls through.
- 8.28 In addition to promoting local public car share schemes, the developer will work with the site management company and end users to seek to establish a site-specific car share scheme. They will investigate using Liftshare or a similar organisation to manage this. One Liftshare case study with a site-specific car share scheme saw 33% of staff regularly car sharing – which is high, although obviously each site will have different potential for matching journeys or part journeys. *Making Car Sharing and Car Clubs Work* (DfT, 2005) sets out that:

The research supporting this best practice guide demonstrates that car sharing schemes have produced significant increases in multi occupancy car use (a 21% increase on average), with no corresponding detrimental impact on other sustainable modes.

- 8.29 If engaged, Liftshare also tend to get involved in the wider Travel Plan tasks and measures, as they need to gather data to match journeys, and have software to easily expand on this to offer other personalised journey planning options. They have good case studies and evidence of strong modal shift using a variety of Travel Plan measures including their personalised travel planning software, with reductions in single occupancy car use ranging from 8% to 32%.

Car Club

- 8.30 Co-wheels is a car club which is currently in operation in Derby. Co-wheels allows users all the benefits of owning a car, but without the hassle of maintaining one. This pay-as-you-go car club enables members to access available cars in the local area via a smartcard, use the car for the desired journey and then return the vehicle back to its allocated parking space. The user will pay the cheapest price possible for their specific use of the car.
- 8.31 Information promoting Co-wheels will be advertised in staff induction information and on the travel notice board, with reference to www.co-wheels.org.uk.

Parking Management Plan

- 8.32 The TPC will be responsible for monitoring the overall use of the parking areas to identify any parking related issues and address them as necessary. This may include the introduction of a Parking Management Plan to ensure that operations will not result in any on-site parking issues between users or on-street parking concerns in the local area.
- 8.33 The following measures could be included as part of a Parking Management Plan:
- Specific individual parking spaces dedicated to disabled badge holders, visitors, car sharers, goods vehicles, and bicycles, with signing and lining as appropriate
 - Clear signage and road markings will be provided at the site entrances and within the site prior to occupation to guide drivers to the appropriate areas within the site
 - All staff made aware of the Parking Management Plan and enforcement procedures during their staff induction process

Delivery Management

- 8.34 A substantial proportion of the daily vehicular trips generated by the B2 and B8 land uses will be delivery vehicles. It is recognised that the use of vehicles to transport goods and materials impacts upon the environment and it will be important to ensure occupiers minimise CO² emissions through efficient transportation policies. Each occupier should look at their delivery procedures and servicing operations to consider if potential

practical efficiency savings can be made. Any delivery management measures implemented could be documented in the individual TPs.

- 8.35 All HGVs generated by the site are to be routed via the strategic road network, accessed from the A38/A50 junction. It is considered important in terms of the impact on the local road network in the village of Willington, that additional HGVs do not route through the village. There are existing physical constraints, in terms of height restrictions to pass under the low railway bridges on Repton Road (3.9m / 13') and Twyford Road (3.6m / 11'9"). There is also a 7.5t weight restriction (except for access) on Repton Road south from the double mini-roundabout junction. The site management company will work with end users to implement routing agreements for all commercial HGV journeys to ensure that these are made via the A38/A50 junction.

Local / National Initiatives

- 8.36 Linking the site TP with other campaigns and initiatives will help to publicise the TP. Examples of sustainable transport campaigns that could be publicised through the TP include:
- Workwise Week – One week in May
 - Walk to Work Week – One week in May
 - Green Transport Week - One week in June
 - Bike Week - One week in June
- 8.37 The TPC could help to organise events for staff wishing to take part in the sustainable transport campaigns. This will help to actively encourage participation in the national events and encourage people who do not usually travel by sustainable modes of transport to do so.
- 8.38 The TPC will also consider working with other local businesses with Travel Plans and/or joining ACT TravelWise which provides support to organisations that are looking to reduce the number of employees driving cars to their site.

Summary

- 8.39 A summary of the Travel Plan measures is provided within **Table 8.1**.

Table 8.1: Travel Plan Measures

Theme/ Travel Mode	Infrastructure / 'Hard' Measure	Marketing / 'Soft' Measure
Implementing and Developing the TP	▪ Appoint Travel Plan Co-ordinator to implement and evolve the site TP ▪ Appoint a Travel Plan Representative for each company occupying units on the site to develop and manage individual TPs	▪ Liaise with SDDC/DCC ▪ Consider working with other local businesses with Travel Plans and/or joining ACT TravelWise.
Reducing Travel Requirements	▪ Site located in close proximity to local residential population, local facilities and amenities, and the strategic road network.	▪ Endeavour to employ local people where possible. ▪ Review delivery/servicing operations with a view to producing efficiency savings.
Travel Information	▪ Provide a travel notice board within each building to display up-to-date information.	▪ Provide Travel Plan and travel information as part of staff induction information ▪ Provide contact details for TPC and TPR and other sources of information. ▪ Provide website links to journey planning tools and information on various sustainable transport options. ▪ Encourage access via the A50/A38 junction in 'how to find us' information. ▪ Promote local / national sustainable transport initiatives and campaigns.
Walking & Cycling	▪ Provide direct links to the existing pedestrian network including crossing facilities at the site access junction. ▪ Provide a ped/cycle only access with a crossing facility on Etwall Road. ▪ Widen footway on east side of Etwall Road between the ped/cycle only access and Willington. ▪ Provide secure on-site cycle storage / parking. ▪ Provide staff changing facilities on-site.	▪ Provide information on local pedestrian and cycle routes. ▪ Provide promotional material on health benefits and safety considerations of walking & cycling. ▪ Promote the concept of a walking and cycling buddies. ▪ Investigate introducing a Bicycle User Group (BUG). ▪ Investigate introducing a salary sacrifice Cycle to Work Scheme for the purchase of cycles and cycle equipment. ▪ Investigate securing discounts for staff at local cycle retailers. ▪ Advertise adult cycle training offered by Cycle Derby.
Public Transport	▪ Reroute the existing Villager (V3) bus service to serve the development site from Derby and Burton on Trent (no cost) ▪ New bus service from Swadlincote via rural villages,	▪ Provide information on nearby bus stop and train station locations, services, routes, timetable information and ticketing options.

	with connection to existing bus and rail services at Repton and Willington ▪ Provide new bus stop(s)	▪ Investigate securing discounted or multi-operator tickets for staff on local bus services.
Car Parking & Car Sharing	▪ Investigate introducing preferential car sharing spaces and guaranteed lift home	▪ Provide information promoting car sharing, including the Derby Car Share scheme for Derby and Derbyshire. ▪ Work with site management company and end users to seek to introduce a site-specific car share scheme. ▪ Introduce a Parking Management Plan with appropriate enforcement if parking related issues are identified
Reducing Impact on Local Highway Network		▪ Routing agreements for all HGV journeys to be enforced ▪ Visitors and employees encouraged to access via the A50/A38 junction rather than through Willington

9.0 Monitoring and Review

- 9.1 The monitoring of progress towards the modal shift targets will be the responsibility of the TPC. There will be annual reviews of travel patterns to assess progress towards achieving the target mode shifts, as well as setting annual progress targets for the following year.
- 9.2 The TPC will organise travel surveys to be undertaken to establish the modal split and obtain feedback on the uptake of incentives, such as membership of car share schemes.
- 9.3 The TPC will collate, analyse and summarise the raw data before issuing an annual progress report to DCC. The findings of the monitoring surveys will be used to identify progress towards the target mode shifts. The TPC will liaise with DCC to review and amend the TP targets and measures accordingly.

10.0 Action Plan

- 10.1 An Action Plan for the individual TPs is provided in **Appendix D**. It sets out the tasks required to initiate and implement the TP, including the proposed measures and responsibilities, as well as the monitoring schedule.

Appendix A

Masterplan



Notes:

To be read in conjunction with relevant consultants drawings.

Revision:

A **CD 09/03/2018**
Masterplan Updated.

B **TH 03/05/2018**
Masterplan Updated to BMB final comments.

C **CD 02/07/2018**
Masterplan Updated.

D **CD 12/06/2018**
Masterplan Updated.

E **CD 02/07/2018**
Masterplan Updated.

F **CD 06/07/2018**
Swales and Bunds Updated.

G **CD 01/08/2018**
Landscaping Updated.

H **CD 01/08/2018**
Landscaping Updated.

UNIT 1:		
Warehouse	55,140 sqft	5122.7sqm
Office (2 Storey)	4,320 sqft	401.3 sqm
Total	59,460 sqft	5524.0 sqm
NDA		3.7 acres
UNIT 2:		
Warehouse	195,850 sqft	18195.1 sqm
Office (2 Storey)	882.5 sqm	882.5 sqm
Total	205,350 sqft	19077.6 sqm
NDA		8.3 acres
UNIT 3:		
Warehouse	134,800 sqft	12523.3 sqm
Office (2 Storey)	9,000 sqft	836.1 sqm
Total	143,800 sqft	13359.4 sqm
NDA		6.3 acres
UNIT 4:		
Warehouse	245,125 sqft	22772.8 sqm
Office (2 Storey)	10,450 sqft	970.9 sqm
Total	255,575 sqft	23743.7 sqm
NDA		11.2 acres
UNIT 5:		
Warehouse	17,653 sqft	1640.0 sqm
Office (1 Storey)	1,622 sqft	150.7 sqm
Total	19,275 sqft	1790.7 sqm
NDA		1.2 acres
UNIT 6:		
Warehouse	14,394 sqft	1337.2 sqm
Office (1 Storey)	1,640 sqft	152.4 sqm
Total	16,034 sqft	1489.6 sqm
NDA		1.1 acres
UNIT 7:		
Warehouse	22,370 sqft	2078.2 sqm
Office (1 Storey)	1,410 sqft	131.0 sqm
Total	23,780 sqft	2209.2 sqm
NDA		1.4 acres
UNIT 8:		
Warehouse	16,079 sqft	1493.8 sqm
Office (1 Storey)	1,410 sqft	131.0 sqm
Total	17,489 sqft	1624.8 sqm
NDA		1.2 acres
UNIT 9:		
Warehouse	70,551 sqft	6554.4 sqm
Office (2 Storey)	4,086 sqft	379.6 sqm
Total	74,637 sqft	6934.0 sqm
NDA		3.5 acres
UNIT 10:		
Warehouse	63,287 sqft	5879.5 sqm
Office (2 Storey)	5,260 sqft	488.7 sqm
Total	68,547 sqft	6368.2 sqm
NDA		3.4 acres
UNIT 11:		
Warehouse	67,581 sqft	6278.5 sqm
Office (2 Storey)	5,616 sqft	521.7 sqm
Total	73,197 sqft	6800.2 sqm
NDA		3.3 acres
Total GIA:	957,144 sqft	88921.4 sqm
Gross Site Plan:		77.9 acres
Net Developable Total Areas:		44.6 acres

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Masterplan

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Drawn:	CD
Team:	CD
Date:	April 2018
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Project no:	Dwg no:	Rev:
16-078	MP05	H

Appendix B

Extract of DCC Cycle Map



Appendix C

Correspondence regarding Bus Services

Joanna Posnett

From: Vicky Williams <VWilliams@trentbarton.co.uk>
Sent: 03 July 2018 15:59
To: Joanna Posnett
Subject: RE: 18-0054 - Burnaston Cross

Hi Joanna,

Thanks for the email and the additional information. We have reviewed the villager 3 service and it could be accommodated within the existing timetable but a lot of that would depend on other section 106 developments on line with the route. Whilst I appreciate this would give a public transport link to the site the maps show that public transport could be achieved but in some occasions with interchange between services. As the East Midlands Gateway area grows these options will improve so I would suggest that there is a need for multi operator ticketing as a solution (likely to be delivered by 2021 in conjunction with Midlands Connect on an account based ticketing scheme including contactless) and also that a higher frequency of service to the site itself is desirable. People don't mind interchange if the frequencies are good on the routes, and hourly on villager 3 wouldn't be overly appealing for this principle in modal shift encouragement.

As with everything this is based on our current commercial situation which may well change in the future and any provision should accommodate that.

Kind Regards

Vicky Williams | Commercial Manager | trentbarton

t 01773 536497 | f 01773 536333 | m 07964478162
Mansfield Road, Heanor, Derbyshire, DE75 7BG

From: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Sent: 26 June 2018 19:19
To: Vicky Williams <VWilliams@trentbarton.co.uk>
Subject: RE: 18-0054 - Burnaston Cross

<<< This email is from an external sender >>>

Hi Vicky

As it is just a planning application at this stage, there is lots of flexibility in terms of end users and specific types of uses and shift patterns. As set out in the attached note, the planning permission would be for 100,000sqm of industrial buildings, with 75% B8 Warehousing and Distribution and 25% B2 General Industrial, with a higher ratio of employees per floor area.

The Phasing is still being finalised and would be market led, but the opening year has been assumed as 2020 (phase 1) and there are 6 further phases, one phase per annum. You could broadly assume 1/7th per year from 2020-2026.

The TA calculations expect 321 total trips (by all modes) during the AM peak hour and 229 during the PM peak hour, when fully completed. The basic data for the land use suggests c. 1% public transport, but the 2011 Census data suggests 2.6% is achieved for journeys to work in the local area. There are some constraints in terms of access to/from this site by sustainable modes of transport, and so a bus service directly serving the site, and promotion of the service via the employers, is expected to be required to get good proportions using public transport.

The TA uses a distribution model based on 2011 Census data for where people live who currently work in this area, to give an idea of where employees may be travelling from. This is summarised in the above table, and the most common locations are illustrated on the plans of each authority area, with areas starred which have the highest numbers of employees.

Hope this is useful. Please confirm if you would consider a diversion feasible, and if there is any slack in the timetable/requirement for an additional bus, etc.

Kind regards

Joanna Posnett BA(Hons) MCIHT
Principal Transport Planner

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From: Vicky Williams <VWilliams@trentbarton.co.uk>
Sent: 22 June 2018 15:30
To: Milan Vadher <M.Vadher@bsp-consulting.co.uk>
Subject: RE: 18-0054 - Burnaston Cross

Hi Milan,

Thank you for your email, we would consider it but we'd need to know a little bit more before we can commit. Do you have information of build out, proposed type of industrial/warehousing, potential employees and their catchment area, shift patterns and those types of further information?

As much as you can provide would be helpful to enable us to make a fuller response,

Kind Regards

Vicky Williams | Commercial Manager | trentbarton

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Mansfield Road, Heanor, Derbyshire, DE75 7BG

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Mansfield Road, Heanor, Derbyshire. DE75 7BG.

From: Milan Vadher <M.Vadher@bsp-consulting.co.uk>

Sent: 21 June 2018 14:19

To: Vicky Williams <VWilliams@trentbarton.co.uk>

Cc: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>

Subject: 18-0054 - Burnaston Cross

<<< This email is from an external sender >>>

Good Afternoon Vicky,

We are undertaking work for a client who is looking to develop a site just south of the A38 / A50 (Toyota Island) roundabout for employment use (industrial / warehousing units). I've attached an indicative layout of the scheme, for information. There are currently no bus services operating along Etwall Road, which runs along the eastern boundary of the proposed site, however your existing Villager V3 service runs through Willington, approximately 1km to the south of the site.

Would you consider diverting the route of the Villager V3 to travel north along Etwall Road, to the proposed site access roundabout or the services station roundabout, before performing a U-turn and heading back south along Etwall Road, to the existing service route through Willington?

If this is considered feasible, would this diversion require an additional bus service and what would the expected costs be?

Please get in touch should you have any queries.

Kind regards

Milan Vadher BSc(Hons)
Graduate Transport Planner

On Behalf Of
BSP Consulting
Floor 4
24 De Montfort Street
Leicester
LE1 7GB
Tel: 0116 204 7766
Extension No: 237

email: m.vadher@bsp-consulting.co.uk

web: www.bsp-consulting.co.uk

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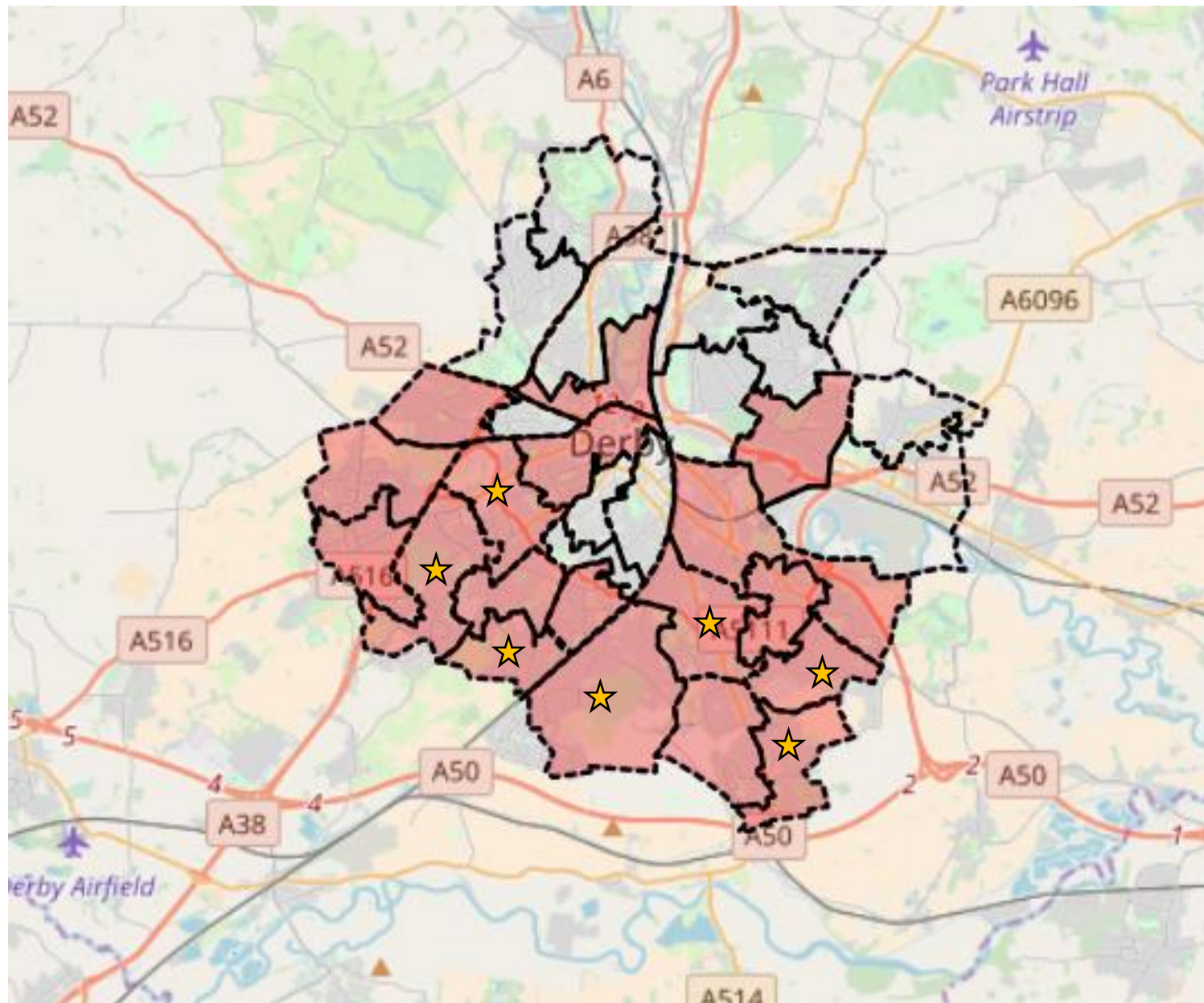
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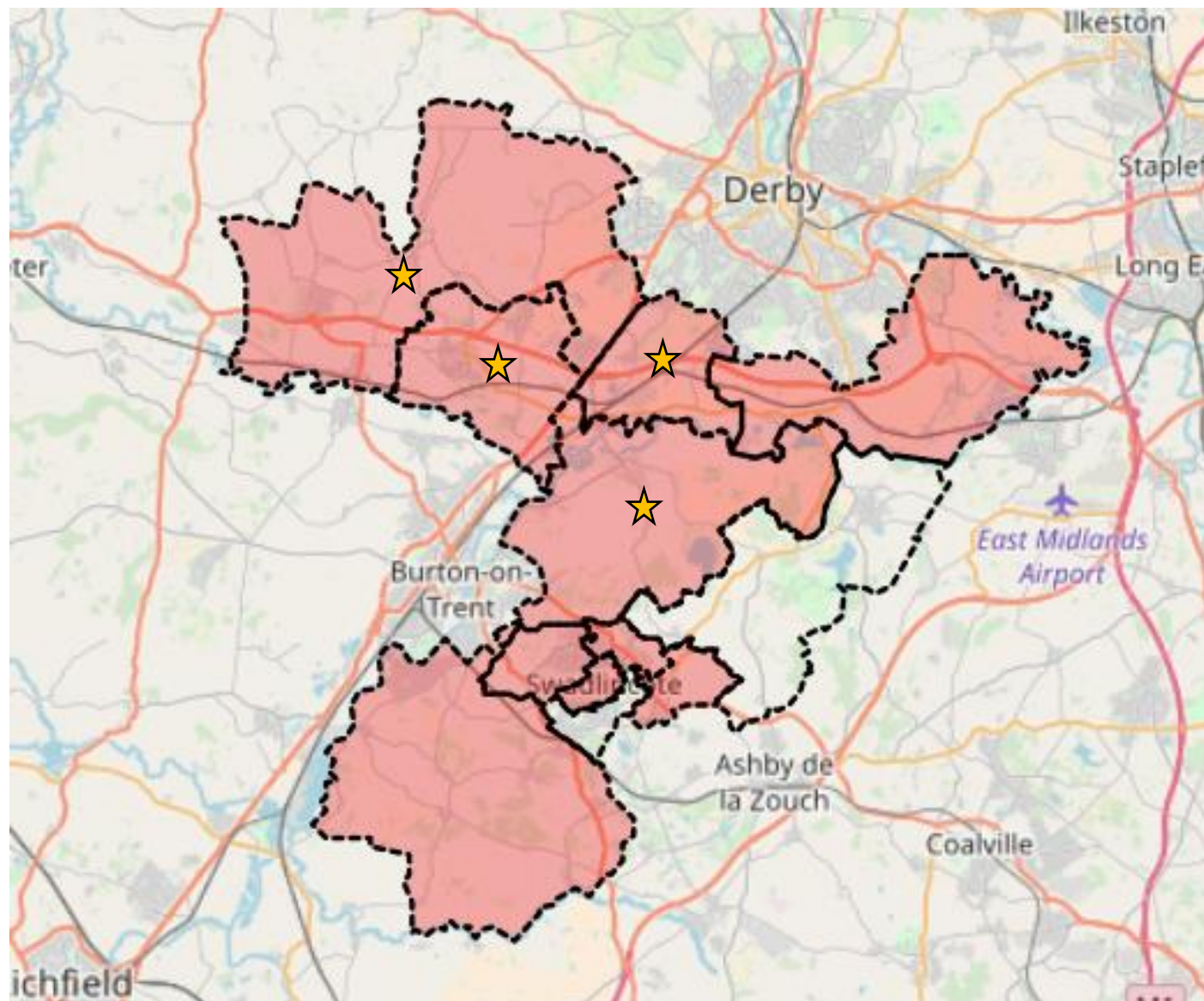
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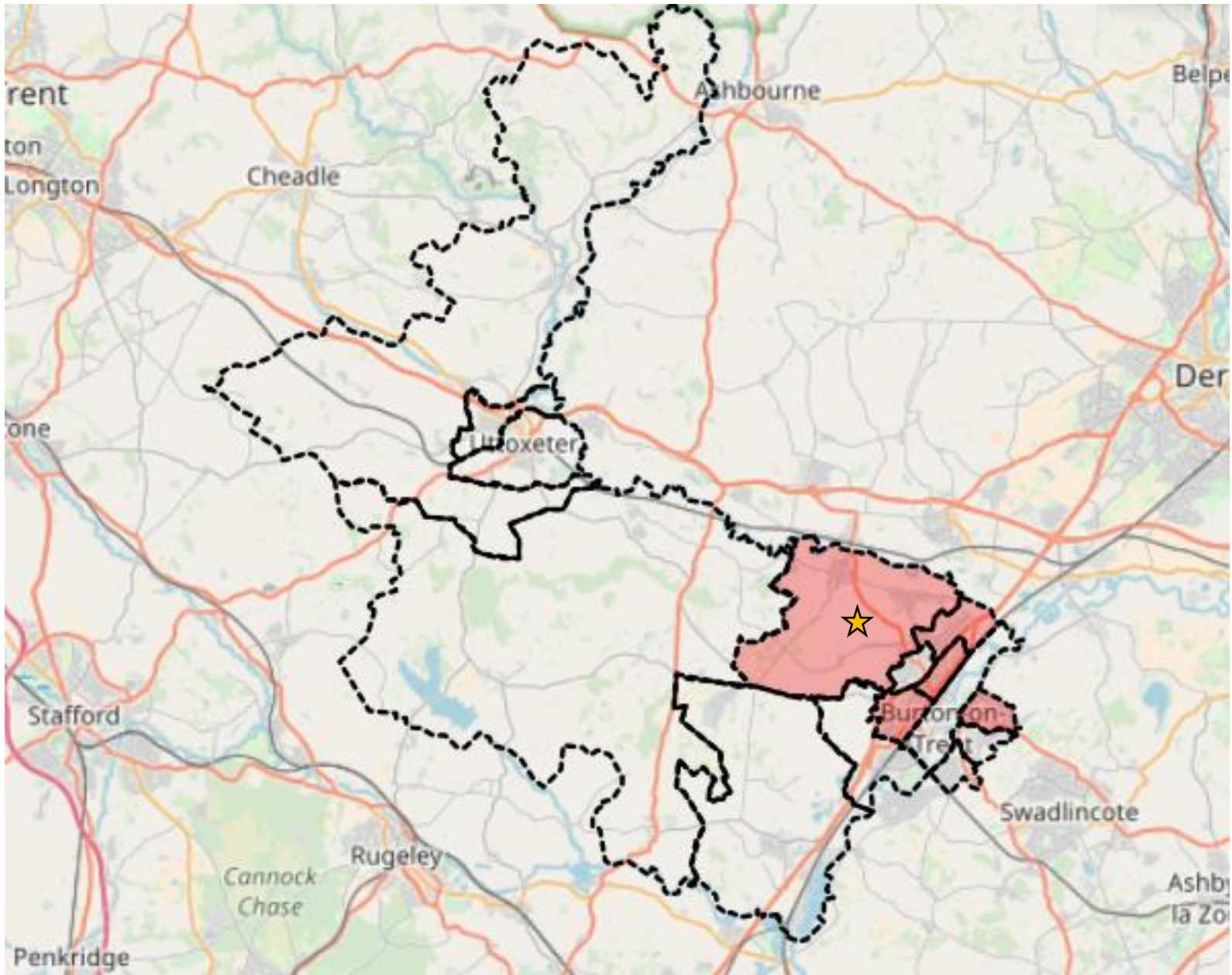
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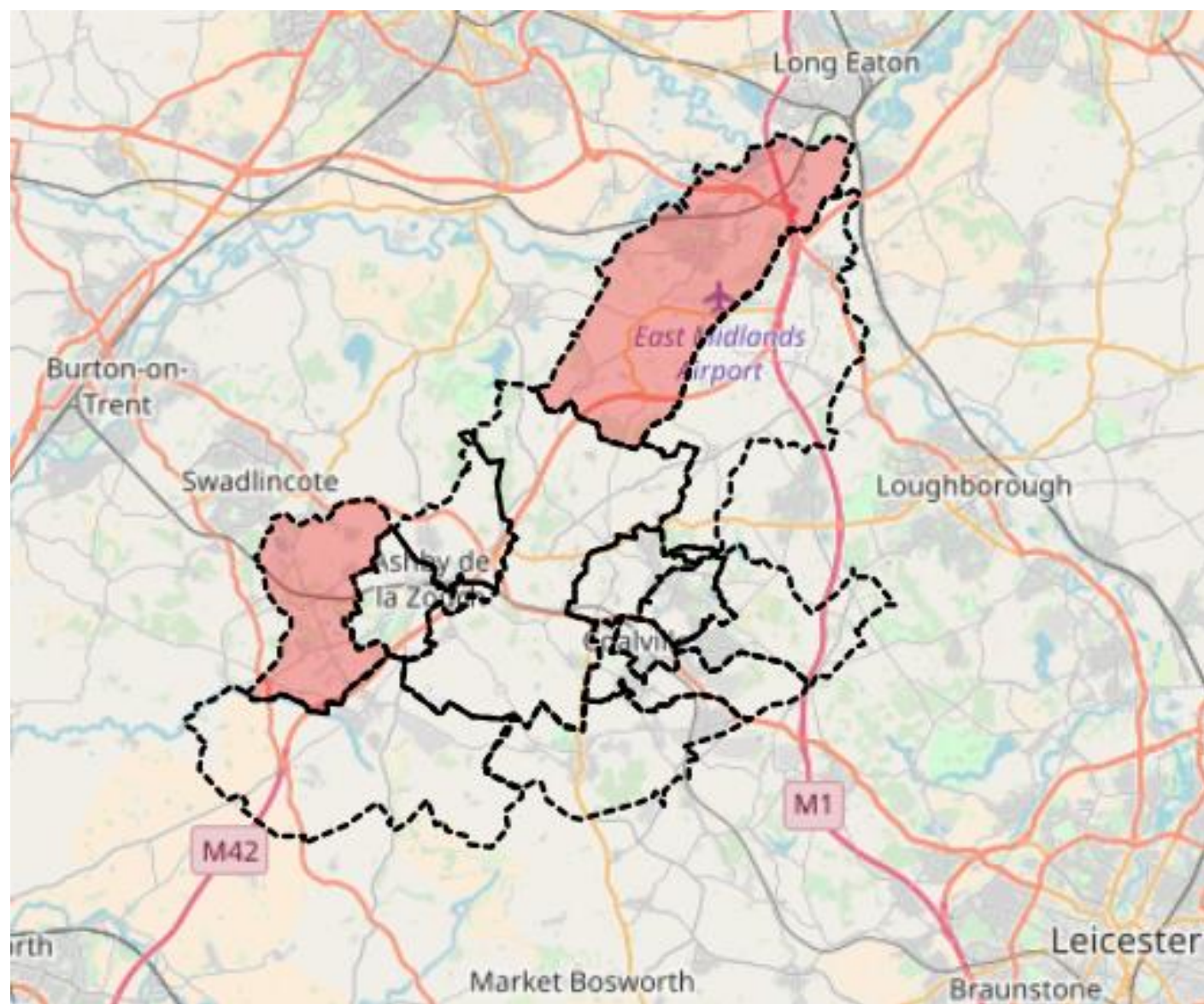
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OTHER <10	364	58%	58%
	628	100%	100%









Joanna Posnett

From: Nicola Lees <Nicola.Lees@southderbyshire.gov.uk>
Sent: 29 May 2019 10:27
To: Joanna Posnett
Cc: 'sustainable.travel@derbyshire.gov.uk'; 'Chris.Hegarty@derbyshire.gov.uk'; Richard Groves
Subject: RE: Bus Services Willington

Hi Joanna, good to meet you all. In terms of a link from Swadlincote to Willington I have raised this with our Chief Executive, as well as the wider transport infrastructure in the area as discussed at the meeting.

In terms of a route / service I would recommend a new hourly service with 2 buses for a capacity of 18-32 seats that travels from Swadlincote, through Bretby, Repton and Willington (link with the train station, V3 service and your site). Would also be good to have a loop in to Toyota, this may be something the Chief Exec can help support, or facilitate a conversation. This would require initial S106 contributions, but I would anticipate the route is commercial within a 3 to 5 year period, both Trent Barton and Midland Classic will be able to advise further with regards costings and sustainability.

Let me know if you require any further information.

Best wishes,

Nicola

Nicola Lees

Economic Development Officer

T: 01283 595755

E: nicola.lees@southderbyshire.gov.uk

www.southderbyshire.gov.uk



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From: Joanna Posnett [mailto:J.Posnett@bsp-consulting.co.uk]

Sent: 28 May 2019 15:54

To: Nicola Lees

Subject: Bus Services Willington

Hi Nicola

Thank you for meeting us last week. You were going to make some enquiries and provide some information.

I've been in touch with Vicky at Trent Barton and I am waiting a response to a few follow up queries.

- She noted their experience of Toyota being reluctant to promote buses to their site in the past, heavily car bias modal split, perks on car purchases, etc.
- She was not confident a DRT minibus solution would be commercially viable given the software set up cost, and potentially needing 4-6 minibuses for a good coverage in a predominantly rural area.
- I've gone back to her to ask about just having a timetabled minibus add-on to the V3 between the site and the services (and possibly Toyota), Willington and Swadlincote.
- An additional idea Vicky had, but said the principal of doing something like this would need to be signed off internally, was to split the V3 route at Repton, with Derby to Repton and then the route splits to Burton or Swadlincote, via Hartshorne and Woodville.

Let me know if you have anything to add. I'm putting together a list of options and budget costs for Brackley tomorrow, ahead of them meeting the Chief Exec on Monday. I am on leave on Thursday and Friday, but may be able to pick up e-mails occasionally.

Kind regards

Joanna Posnett

BA(Hons) MCIHT

Associate - Transport Planner

BSP Consulting (Leicester)

p: 0116 204 7766 ext: 205

e: j.posnett@bsp-consulting.co.uk



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Joanna Posnett

From: Keith Myatt <keith.myatt@centrebus.co.uk>
Sent: 18 June 2019 14:26
To: Joanna Posnett
Subject: RE: Burton - Swadlincote Bus Services

Hi Joanna,

Toyota site could be served on that basis if the bus doesn't need to serve Burton or the Burton Railway Station.

I'll draft a timetable and costs.

Regards

Keith

From: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Sent: 18 June 2019 14:04
To: Keith Myatt <keith.myatt@centrebus.co.uk>
Subject: RE: Burton - Swadlincote Bus Services

Hi Keith

It was just Willington train station although we are aware there are limited services. If not going to Burton, would this make it possible to serve Toyota too? SDDC were thinking a mini-bus would be more appropriate given the rural lanes.

Kind regards

Joanna Posnett
BA(Hons) MCIHT
Associate - Transport Planner

BSP Consulting (Leicester)
p: 0116 204 7766 ext: 205
e: j.posnett@bsp-consulting.co.uk

From: Keith Myatt <keith.myatt@centrebus.co.uk>
Sent: 18 June 2019 14:00
To: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Subject: RE: Burton - Swadlincote Bus Services

Hi Joanna,

For the service SDDC has suggested could you clarify a few points please so I can work a route and timetable out:

Is it Burton Railway Station you refer to or Willington Railway Station? – (Willington only has a limited number of trains that stop there – approx. 3 per day).

To run into the Toyota site and retain an hourly service with 2 buses would not be achievable – the lanes between Swadlincote, Bretby, Repton and Willington are quite narrow.

Kind Regards

Keith

M: 07720 088 675

From: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Sent: 18 June 2019 11:36
To: Keith Myatt <keith.myatt@centrebus.co.uk>
Subject: RE: Burton - Swadlincote Bus Services

Hi Keith

Are you able to provide an indication of cost for extending your no. 9 or no. 19 service?

Also SDDC have suggested that we obtain costs for "a new hourly service with 2 buses for a capacity of 18-32 seats that travels from Swadlincote, through Bretby, Repton and Willington (link with the train station, V3 service and your site). Would also be good to have a loop into Toyota." Are you able to give an indication of cost to provide this service?

Look forward to hearing from you.

Kind regards

Joanna Posnett
BA(Hons) MCIHT
Associate - Transport Planner

BSP Consulting (Leicester)
p: 0116 204 7766 ext: 205
e: j.posnett@bsp-consulting.co.uk

From: Joanna Posnett
Sent: 28 May 2019 14:37
To: Keith Myatt <keith.myatt@centrebus.co.uk>
Subject: RE: Burton - Swadlincote Bus Services

Thanks Keith

I've added comments to your e-mail below.

Kind regards

Joanna Posnett
BA(Hons) MCIHT
Associate - Transport Planner

BSP Consulting (Leicester)
p: 0116 204 7766 ext: 205
e: j.posnett@bsp-consulting.co.uk

From: Keith Myatt <keith.myatt@centrebus.co.uk>
Sent: 28 May 2019 14:25
To: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Subject: RE: Burton - Swadlincote Bus Services

Hi Joanna,

Thank you for your email, could you send me a little bit of further information please, and I'll send the costs to provide service levels to meet shift patterns.

- Shift times: start / finish: is it 0600, 1400, 2200 to start shift and end of shifts?
[Shift patterns / end users are not confirmed yet, so would assume the times you have.](#)

- Will it be 7 days per week at these times?
[Could you price for Mon-Sat, with a separate cost for a Sunday](#)

- Would you require a quote for 29 and 44 seat single deck buses?
[Yes please](#)

- Would the services be required on bank holidays? We would not operate on Christmas Day.
[I would assume not for now.](#)

I look forward to hearing from you.

Kind Regards

Keith

M: 07720 088 675

From: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>

Sent: 28 May 2019 14:07

To: Keith Myatt <keith.myatt@centrebus.co.uk>

Subject: RE: Burton - Swadlincote Bus Services

Hi Keith

We spoke about this a couple of weeks ago, and you were going to send be some information, including estimated cost, to potentially extend your hourly Mon-Sat no.9 or 19 service from Swadlincote via Burton to our proposed development site near to the Burton with Derby services, just south of the A50/A38 Toyota island junction. I understood this could be feasible with a S106 contribution.

I also understood that if a service was needed on a Sunday, your only existing service option would be the no.8 which already serves Horninglow and the Hospital, and would require an additional bus.

Please can you confirm the above and provide some budget costings.

Kind regards

Joanna Posnett

BA(Hons) MCIHT

Associate - Transport Planner

BSP Consulting (Leicester)

p: 0116 204 7766 ext: 205

e: j.posnett@bsp-consulting.co.uk

From: Keith Myatt <keith.myatt@centrebus.co.uk>

Sent: 07 May 2019 14:19

To: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>

Cc: James Boddice <james@midlandclassic.com>; John Mitcheson <johnm@midlandclassic.com>

Subject: FW: Burton - Swadlincote Bus Services

Hello Joanna,

Thank you for your email concerning the possible introduction of a bus service to the new development which is to be constructed near to the Derby with Burton services just north of Willington.

I would welcome further dialogue with you to consider options of serving the site through S106 funding arrangements.

I look forward to hearing from you.

Kind Regards

Keith Myatt
Head of Business Development

Midland Classic Limited

M: 07720 088 675

From: Joanna Posnett <J.Posnett@bsp-consulting.co.uk>
Sent: 07 May 2019 13:57
To: Info Midland Classic <info@midlandclassic.com>
Subject: RE: Burton - Swadlincote Bus Services

Dear Midland Classic

Just following this up. Please let me know if there is a person I should contact directly regarding this.

Kind regards

Joanna Posnett
BA(Hons) MCIHT
Associate - Transport Planner

BSP Consulting (Leicester)
p: 0116 204 7766 ext: 205
e: j.posnett@bsp-consulting.co.uk

From: Joanna Posnett
Sent: 30 April 2019 09:45
To: info@midlandclassic.com
Subject: Burton - Swadlincote Bus Services
Importance: High

Dear Midland Classic

Apologies we do not have contact details for the correct person to enquire about this, but I was advised when I called if I e-mail this address this would be passed through for a response.

We are working on a proposed development scheme for a large new employment site, and looking into potentially diverting an existing bus service to serve the site

We are interested to know if it would be viable to extend one of your services between Swadlincote and Burton (e.g. 4, 9, 19, 8, 21) to serve the site, which is near to the Derby with Burton services just north of Willington. This could be done either via the A38/A50 junction or through Willington village, which would have the benefit of also connecting to the train station and bus services in the village.

If this is something you would consider, please confirm if this could be done using slack in the existing timetable or if an additional bus would be needed (via S106 funding).

Look forward to hearing from you. Please contact me if you have any queries.

Kind regards

Joanna Posnett

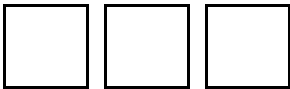
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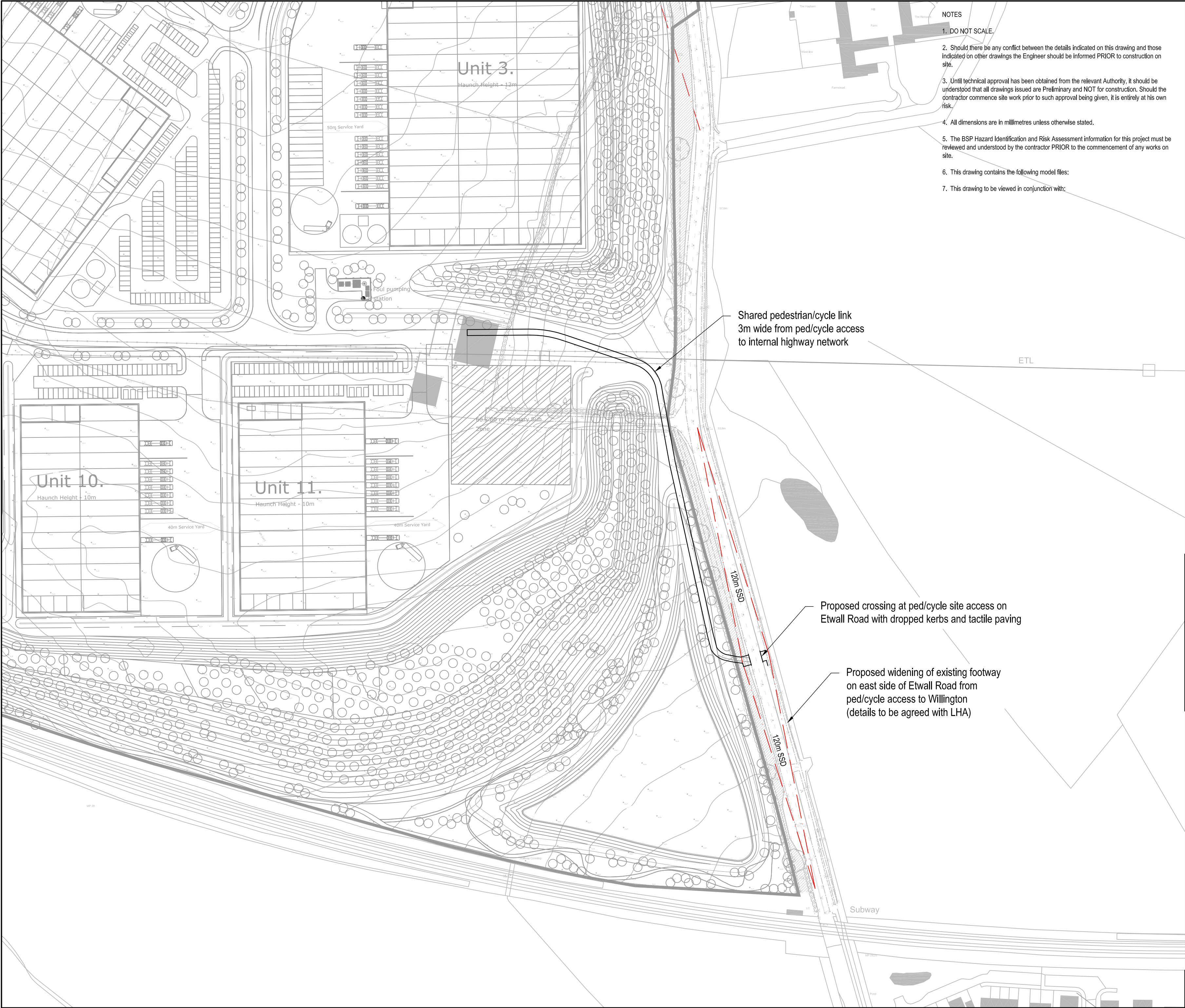
Appendix D

Site Access Arrangements

KEY PLAN

Construction Risks		Maintenance/cleaning Risks		Demolition/adaptation Risks	
In addition to the hazards/risks normally associated with the type of works detailed on this drawing take note of the above. It is assumed that all work on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.					
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P4	JSP	01.08.18	CE	01.08.18	CE 01.08.18
P3	JSP	29.06.18	CE	29.06.18	CE 29.06.18
P2	JSP	19.06.18	CE	19.06.18	CE 19.06.18
P1	JSP	18.06.18	CE	19.06.18	CE 19.06.18
REV	COMMENT	DRAWN BY	DATE	CHECKED BY	DATE APPROVED BY DATE
	SCALE @ A1	ISSUING OFFICE		PROJECT NUMBER	
	1:500	LEICESTER		18-0054	
CLIENT APPROVAL					
A - APPROVED					
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PROJECT					
BURNASTON CROSS					
TITLE					
SITE ACCESS ARRANGEMENTS					
CLIENT					
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PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER					REV
BUR-BSP-ZZ-ZZ-DR-D-001					P4

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 4. All dimensions are in millimetres unless otherwise stated.
 5. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.
 6. This drawing contains the following model files:
 7. This drawing to be viewed in conjunction with:

KEY PLAN

Construction Risks

Maintenance/cleaning Risks

Demolition/adaptation Risks

In addition to the hazard/risks normally associated with the type of works detailed on this drawing take note of the above.
It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX

P2

UPDATED ARCHITECTS LAYOUT ADDED & CROSSING SUITABLE FOR CYCLISTS

JSP

01.08.18

JSP

01.08.18

CE

01.08.18

P1

INITIAL ISSUE

MV

18.07.18

JSP

18.07.18

CE

18.07.18

REV

COMMENT

DRAWN BY

DATE

CHECKED BY

DATE

APPROVED BY

DATE

SCALE @ A2

ISSUING OFFICE

PROJECT NUMBER

1:1250

LEICESTER

18-0054

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B - APPROVED WITH COMMENTS

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PROJECT

BURNASTON CROSS

TITLE

PROPOSED ETWALL ROAD CROSSING

CLIENT

BRACKLEY PROPERTY DEVELOPMENT LTD

PROJECT ORIGINATOR

ZONE

LEVEL

TYPE

ROLE

NUMBER

REV

BUR-BSP-ZZ-ZZ-DR-D-004

P2

Appendix E

Action Plan

ACTION PLAN

Theme	Measure	Actions			Budget [Low <£5k Med £5k-£50k High >£50k]	Funded by...
		By Whom?	By When?	How to measure success?		
Implementing and Developing the TP	▪ Prepare a Travel Plan	Developer/ BSP	Prior to occupation	TP approved by DCC	Low	Developer
	▪ Appoint Travel Plan Co-ordinator	Management Company/ Occupiers	Prior to occupation	TPC contact details provided to DCC	Low	Occupiers
	▪ Appoint a Travel Plan Representative for each company occupying units on the site	Occupiers	Prior to occupation	TPR contact details provided to TPC	Low	Occupiers
	▪ Consider working with other local businesses with Travel Plans and/or joining ACT TravelWise	TPC	On occupation	Collaboration / Membership confirmed	Low	Occupiers
Reducing Travel Requirements	▪ Site located in close proximity to local residential population, local amenities and facilities, and the strategic road network	Developer	Planning	Site survey in TA / TP	Part of Development Cost	Developer
	▪ Endeavour to employ local people where possible	Occupiers	Prior to occupation & ongoing	Reductions to average lengths of commute	Low	Occupiers
	▪ Review delivery / servicing operations with a view to producing efficiency savings	Occupiers	On occupation & on-going	Evidence of reviews with outcomes	Low	Occupiers
Travel Information	▪ Provide a travel notice board within each building and display up-to-date information	TPC / TPR	On occupation & on-going	Prepared prior to opening	Low	Occupiers
	▪ Provide Travel Plan and travel information as part of staff induction information	TPC / TPR / Occupiers	On occupation & on-going	Included on travel notice board, within staff induction information and websites.	Low	Occupiers
	▪ Provide contact details for Travel Plan Co-ordinator and Representative and other sources of information			Sustained awareness of the TP by staff		
	▪ Provide website links to journey planning tools and information on various sustainable transport					

	options Promote local / national sustainable transport initiatives and campaigns			following occupation		
Walking & Cycling	Provide direct links to the existing pedestrian network including crossing facilities at the site access junction	Developer	Prior to occupation	Site access and internal routes and facilities provided prior to opening	Part of Development Cost	Developer
	Provide a ped/cycle only access with a crossing facility on Etwall Road					
	Widen footway on east site of Etwall road between the ped/cycle only access and Willington					
	Provide secure on-site cycle storage / parking					
	Provide staff changing facilities on-site					
	Provide information on local pedestrian & cycle routes	TPC / TPR	On occupation & ongoing	Included on travel notice board, within staff induction information and websites	Low	Occupiers
	Provide promotional material on health benefits and safety considerations of walking & cycling					
	Promote the concept of a walking and cycling buddies					
	Advertise adult cycle training offered by Cycle Derby					
	Investigate introducing a Bicycle User Group (BUG)	TPC / TPR	Within 6 months of occupation	Discussions with staff and BUG set up if viable	Low	Occupiers
	Investigate introducing a salary sacrifice Cycle to Work Scheme for the purchase of cycles and cycle equipment	TPC / TPR	Within 6 months of occupation	Discussions with senior management and set up if viable	Low	Occupiers
	Investigate securing discounts for staff at local cycle retailers	TPC / TPR	Within 6 months of occupation	Discussions with local cycle retailers and scheme set up if viable	Low	Occupiers
Public Transport	Reroute the existing Villager (V3) bus service to serve the development site from Derby and Burton on Trent (no cost)	TPC / TPR	Trigger to be agreed as part of S106	Bus stops provided and services operating	High	Developer

	- New bus service from Swadlincote via rural villages, with connection to existing bus and rail services at Repton and Willington - Provide new bus stop(s)					
	Provide information on nearby bus stop and train station locations, services, routes, timetable information and ticketing options	TPC / TPR	On occupation and ongoing	Included on travel notice board, within staff induction information and websites	Low	Occupiers
	Investigate securing discounted or multi-operator tickets for staff to use on local bus services	TPC / TPR	Within 6 months of occupation	Information provided to all staff on travel notice board, staff induction information, and letter/email	Low-Medium	Occupiers
Car Parking & Car Sharing	Provide information promoting car sharing, including the Derby Carshare Scheme	TPC / TPR	On occupation and ongoing	Included on travel notice board, within staff induction information and websites	Low	Occupiers
	Work with site management company and end users to seek to introduce a site-specific car share scheme.	Developer / TPC / TPR / Occupiers	On occupation and ongoing	Included on travel notice board, within staff induction information and websites	Low	Occupiers
	Investigate introducing preferential car sharing spaces and guaranteed lift home	TPC / TPR	Within 6 months of occupation and ongoing	Car Share spaces and guaranteed lift home introduced if feasible	Low	Occupiers
	Introduce a Parking Management Plan with appropriate enforcement if parking related issues are identified	TPC / TPR / Occupiers	Within 6 months of occupation and ongoing	Parking review undertaken and Plan introduced	Low	Occupiers
Reducing Impact on	Routing agreements for all HGV journeys to be enforced	TPC / TPR / Occupiers	On occupation and ongoing	HGVs all routed via A50/A38	Low	Occupiers

Local Highway Network	Visitors and employees encouraged to access via the A50/A38 junction rather than through Willington	TPC / TPR / Occupiers	On occupation and ongoing	'How to find us' information provided, on websites. Information included on travel notice board, within staff induction information, and letter/email	Low	Occupiers
MONITOR & REVIEW		Actions				
		By Whom?	By When?	How to measure success?		
- Organise initial travel surveys - Review travel patterns, targets and proposed actions/measures - Submit TP Update Report to DCC		TPC / TPR	Within 3 months of occupation	Include analysis of travel surveys results in report, submitted & approved by DCC.		
- Organise annual update travel surveys - Review travel patterns, targets and proposed actions/measures - Submit Travel Plan monitoring reports to DCC		TPC / TPR	Annually for a further 4 years on the anniversary month of the initial travel surveys	Include analysis of travel surveys results in update report, submitted & approved by DCC.		