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TRANSPORT & INFRASTRUCTURE PLANNING

Miller Homes LTD
Royal Hill Road, Spondon
Travel Plan

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1. INTRODUCTION

Instruction

1.1 BWB Consulting (BWB) has been instructed by Miller Homes LTD (the Client) to provide highways and transport advice and prepare a Travel Plan (TP) report to support an outline planning application for a proposed residential development of up to 90 dwellings including related infrastructure, landscaping and open space to the west of Royal Hill Road, Spondon, Derby. All matters reserved except for access into the site from Royal Hill Road. The proposed site masterplan is contained within **Appendix 1** and the location of the site is shown in **Figure 1**.

Figure 1. Indicative Site Location Plan

1.2 This report presents the Travel Plan for the development and should be read in conjunction with the Transport Assessment which has been produced separately to accompany the planning application.

1.3 This Travel Plan sets out the proposed targets and measures aimed at managing and reducing car travel for residents at the development through the promotion of sustainable alternatives.

2. BACKGROUND

Definition of a Travel Plan

2.1 As quoted in the Department for Transport's (DfT) guidance[1] a Travel Plan is "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed".

2.2 Travel Plans involve the development of agreed targets and outcomes which are linked to an appropriate package of measures that aim to reduce the need to travel, encourage more sustainable journeys, and reduce single occupancy car use, for all trips associated with the development. The Travel Plan process also includes continuous monitoring, review, and refinement with travel survey data used to better understand trends in travel patterns. The Travel Plan is therefore a living document that will be continually updated.

Travel Plan Objectives and Benefits

2.3 The National Planning Policy Framework (NPPF)[2] July 2021 and the Planning Practice Guidance (PPG)[3] set out in detail the Central Government Guidance with respect to Travel Plans.

2.4 Travel Plans aim to meet the objectives contained within the above documents and to achieve the minimum number of single occupancy car movements to and from a site. This could have positive effects such as:

- Reducing pressure on the surrounding highway capacity, particularly at peak times, cutting carbon emissions and their contribution to climate change;
- Reducing road danger and protecting vulnerable road users;
- Reducing the cost of works on the highway or other transport infrastructure;
- Encouraging more active travel with associated health gains;
- Improving local air quality;
- Reducing noise pollution;
- Addressing the access needs of site users, by supporting walking, cycling and public transport and;
- Provide adequately for those with mobility difficulties.

2.5 A Travel Plan also aims to:

- Deliver a focused approach to encourage alternative travel behaviour for residents associated with the site;
- Encourage and facilitate the use of safe and viable alternatives to single occupancy car travel to and from the site.
- Increase resident's awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport and car sharing for all journeys.

[1] Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport, April 2009
[2] National Planning Policy Framework, Department for Communities and Local Government, Revised June 2019
[3] Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making, 2014

- Inform residents of the social, environmental, and economic costs of their travel choices.
- Provide practical information on how residents can travel by more sustainable transport modes, including car sharing, with integration between different transport modes for all journeys.
- Provide practical initiatives based on regular appraisal of travel patterns.
- Achieve more attractive environments that contribute to regeneration and renewal initiatives.
- Represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist.

Introduction to this Travel Plan

2.6 This Travel Plan details the proposed targets and measures aimed at reducing single occupancy car travel for residents to and from the proposed development by encouraging travel by sustainable modes.

2.7 Management of the Travel Plan represents an important element in pursuing the overall objective and aims of the Travel Plan. Hence, a Travel Plan Co-ordinator (TPC) will also be appointed to manage the overall Travel Plan process at the site

3. EXISTING CONDITIONS

Site Location

3.1 The site is located to the west of Royal Hill Road in Spondon, Derby. Spondon is a suburb of Derby located 5km to the east of Derby City Centre. The site is bound to the north, south and west by open/farmers fields and to the east by residential properties.

Existing Use

3.2 The site is currently used for agricultural purposes and horses are kept in the fields. There is also opportunity to walk along the edge of the site via a public footway which routes along the southern boundary of the site.

Local Highway Network

Royal Hill Road

3.3 Royal Hill Road routes west to east bending toward the north at the top and measures approximately 5.5 metres wide at its south-eastern end narrowing to 4.75 metres at its northern end where it becomes a private driveway. For the first 250 metres of Royal Hill Road from the Locko Road junction, there are footways present on both sides of the carriageway with a grass verge separating the footway from the carriageway. The section within the site frontage has a footway present on the eastern side of the carriageway only. There are no footways at its northern end when the carriageway becomes a private drive. Street lighting is present on one side of the carriageway throughout most of its length apart from the first 75 metres at its southwestern end where street lighting is present on both sides.

3.4 At the site frontage, Royal Hill Road is subject to a 30mph limit. There is a pedestrian crossing with dropped kerbs and tactile paving located just to the south of the south-eastern corner of the site. There are also some parking restrictions on the carriageway in the form of white lining to stop vehicles from parking over driveways. The carriageway is well lit with street lighting present.

3.5 Royal Hill Road provides access to several surrounding residential roads including Marina Drive, Charles Avenue and Windmill Meadow, all of which are access only. At its eastern end Royal Hill Road meets Locko Road forming a priority-controlled T-junction.

3.6 Royal Hill Road currently experiences parking issues which are linked to the school drop off/pick up times between 0830-0900 and 1500-1530. There are a number of schools in the area and typically many of the roads in the surrounding residential area experience a sudden increase in parked vehicles for 30 minutes in the morning and afternoon. These characteristics quickly dissipate and return to normal levels once the drop off/pick up activity is over. The presence of these vehicles obscures visibility for vehicles routing along Royal Hill Road in both directions. This was witnessed and experienced during a site visit undertaken on 11th July 2023.

Locko Road

3.7 Locko Road routes north to south through Spondon, the carriageway measures circa 6.5 metres wide, with 2 metres wide footways on both sides of the carriageway, with street lighting present. Locko Road is subject to a 30mph speed limit within Spondon increasing to national speed limit circa 450 metres to the north of the junction with Royal Hill Road. 230 metres to the southwest of its junction with Royal Hill Road, Locko Road

forms a priority controlled staggered crossroad junction with Chapel Street, Church Street and West Road. To the south Locko Road provides access to Spondon town centre and the A52. The A52 is the main route between Derby to the west, the M1 Junction 25 and Nottingham to the east.

Locko/Road/Chapel Road/Church Street/West Road Junction

3.8 Immediately to the northeast of the Locko Road/Chapel Road/Church Street/West Road junction there is a signalised pedestrian crossing. The junction is well lit and there are double yellow lines on all approaches. This junction is located in close proximity to the St Werburghs Primary School so its layout ensures pedestrians are able to cross the road easily and those dropping children off to not park in a way that would make the junction unsafe to navigate for vehicles and vulnerable road users. Access to Sitwell Street is achievable from both Chapel Street and Church Street. Chapel Street leads to Sitwell Street E whilst Church Street leads to Sitwell Road W, both Sitwell Streets meet at a priority controlled mini roundabout with the A6096 Willowcroft Road.

Sitwell Street/A6096 Willowcroft Road Junction

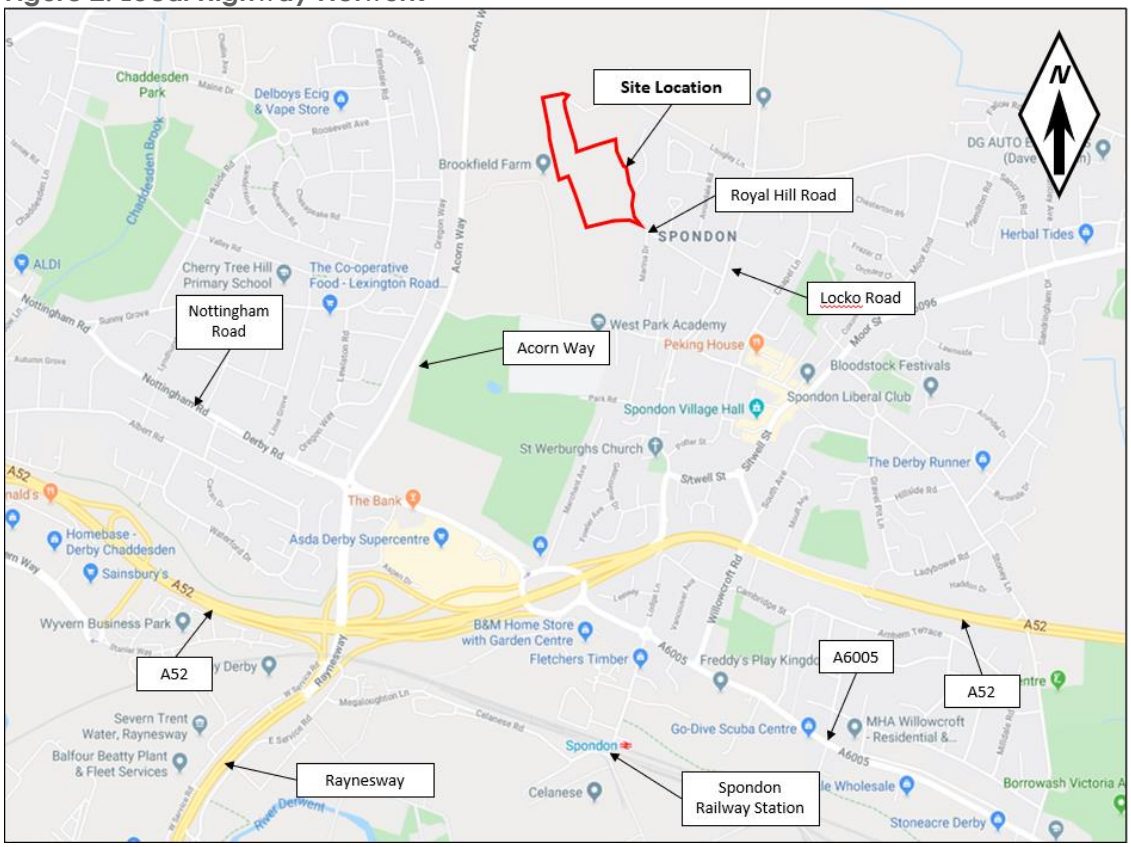
3.9 Both Sitwell Street E and W have double yellow or single yellow lines along both sides of the carriageway along its entire length, this stops vehicle parking on both sides of the carriageway and ensures approaches to the junction have good visibility. The A6096 Willowcroft Road approach also has double yellow lines along its length on the western side of the carriageway whilst on the eastern side, double yellows lines are only present at the northern end of the road, where a bus stop is also present. There is also a bus stop present on Sitwell Road E approximately 20 metres to the east of the mini-roundabout junction. The junction is well lit and adequate signage is provided for drivers to be prepared to negotiate the roundabout. Willowcroft Road continues southbound where it routes under the A52 and meets A6005 Nottingham Road via a signal controlled T-junction.

A6096 Willowcroft Road/A6005 Nottingham Road Junction

3.10 The A6096 Willowcroft Road/A6005 Nottingham Road signal junction has single lane approaches on all arms. On all approaches at the junction there is advance cycle stop lines, whilst on the A6005 Nottingham Road Eastern approach there is a signal controlled pedestrian crossing. On the other two approaches there are drop kerb pedestrian crossings, but these are not signalised. To the west Nottingham Road leads to the A52 via Spondon roundabout, whilst to the east it leads to Borrowash. Opposite the junction to the north of Nottingham Road there is access to private drives and a small carpark. The junction is well lit and there are double yellow lines on all approaches to the junction.

3.11 A detailed plan of the local highway network is shown in **Figure 2**

Figure 2. Local Highway Network



Local Facilities and Sustainable Travel

Local Facilities

3.12 The majority of trips that will be made by sustainable modes are for the purpose of commuting, short shopping trips, access to leisure facilities, trips to school and other destinations. Of particular interest are the levels of facilities and services that can be accessed locally.

3.13 **Table 1** displays a sample of key facilities near the site.

Table 1. Key Local Amenities

Amenity Type	Amenity	Approximate Walking Distance (metres)	Approximate Walking Time (minutes)
Education	Springfield Primary School	300m	4 mins
Hotel	The Vernon Arms	320m	4 mins
Education	West Park Secondary School	560m	7 mins
Education	St Werburghs Primary School	600m	7 mins
Hospitality	Empire Tandoori Takeaway	640m	8 mins
Leisure	Beauty Boutique	640m	8 mins
Medical	Chapel Street Medical Centre	800m	10 mins
Pet Care	Ashfield House Vets	800m	11 mins
Retail	Premier	800m	11 mins
Hospitality	Clock Bistro	800m	11 mins
Retail	Co-op	930m	12 mins
Medical	Spondon Derwent Vally Medical Practice	950m	112 mins
Car Care	Sitwell Garage Ltd	960m	12 mins
Worship	St Werburghs Church	1.1km	14 mins

3.14 **Table 1** shows that there are many facilities within walking distance of the site including education, retail, hospitality, and recreation uses.

Pedestrian Travel

3.15 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.

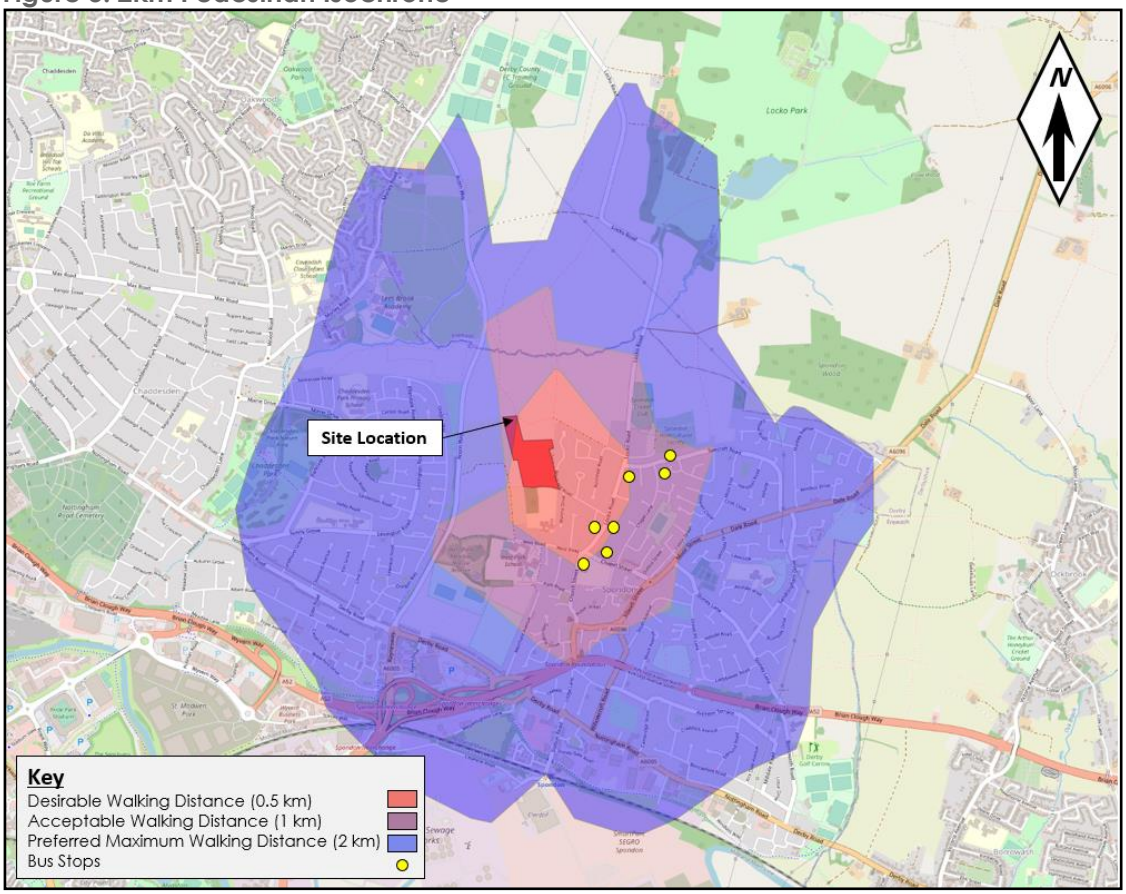
3.16 GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. The walking distance thresholds for commuting and other facilities set out in the GPJF document (within table 3.2) are summarised below in **Table 2**.

Table 2. GPJF Acceptable Walking Distances Guidance Table

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting/ School/ Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.17 **Figure 3** identifies a 2km walking distance from the proposed development site.

Figure 3. 2km Pedestrian Isochrone

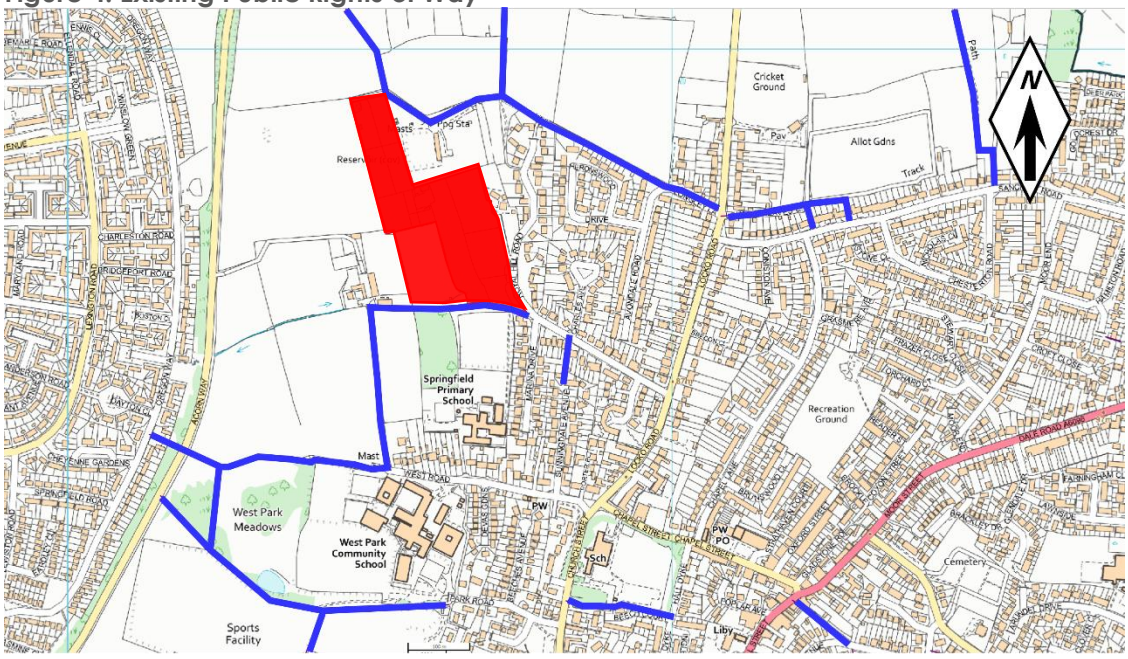


3.18 **Figure 3** shows that a large proportion of Spondon is accessible on foot including the aforementioned facilities in **Table 1.** The centre of Spondon is also within 2km of the proposed development site which provides an abundance of facilities including many employment opportunities, hospitality venues, retail and recreational uses. Roads within Spondon generally have lit pedestrian footways and are subject to a 30mph speed limit, which provides favourable conditions for pedestrians.

3.19 There are a number of Public Rights of Way (PRoW) in the area surrounding the site and these are shown in **Figure 4**. This includes a facility which routes along the southern edge

of the development which is located in close proximity to the proposed vehicular site access. The route continues westbound, along the edge of West Park Meadow Nature Reserve where it meets a pedestrian crossing over Acorn Way. Thus, providing a traffic free route into Chaddesden.

Figure 4. Existing Public Rights of Way

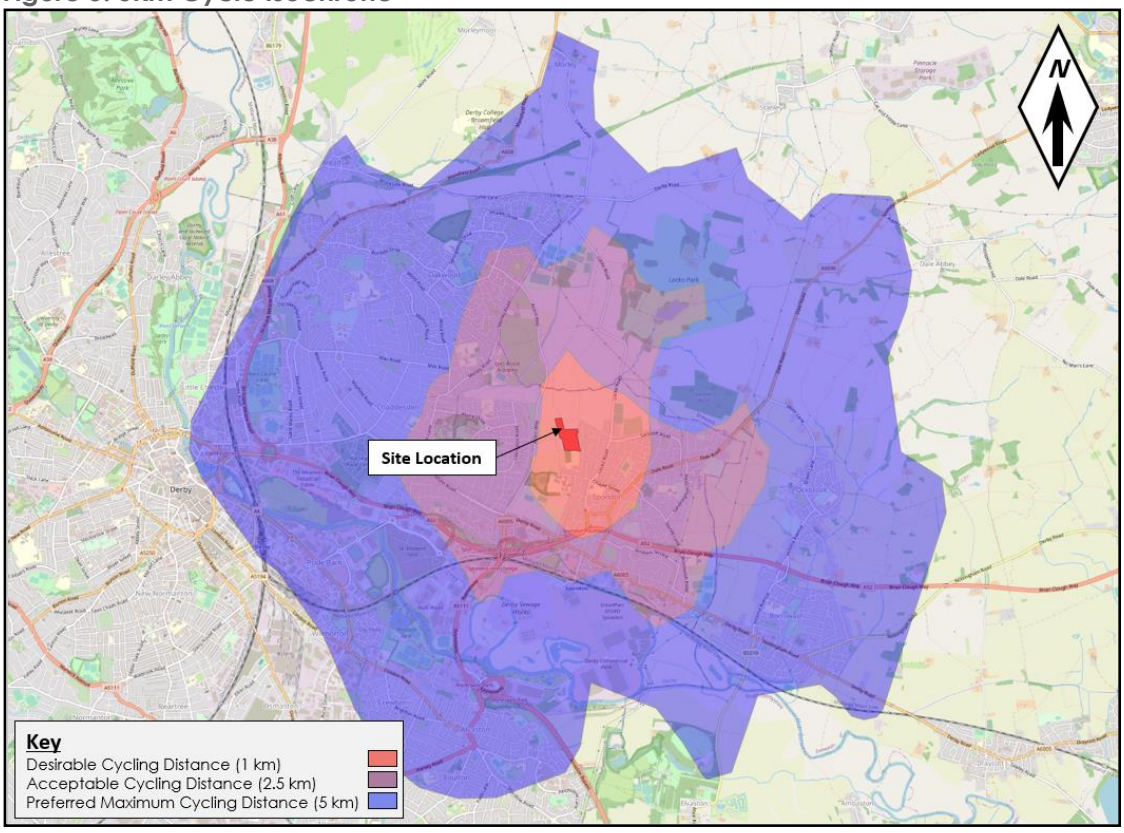


Cycle Travel

3.20 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.

3.21 **Figure 5** shows a 5km cycling distance centred at the site.

Figure 5. 5km Cycle Isochrone



3.22 **Figure 5** shows that all of Spondon is accessible within the maximum cycle distance from the development, which includes Spondon Railway Station, all of Chaddesden, Pride Park and approximately half of Oakwood to the west and all of Raynes Way to the south which provides a number of employment and retail opportunities.

3.23 There are some cycle facilities within Spondon although these are limited, including shared footway/cycleways, cycle lanes within the carriageway, and some cycle parking. Cyclists could make use of the existing offroad cycle routes to the west of the site. Cycle travel from the proposed development would be suited to more experienced cyclists as it would be required to travel within the carriageway.

Bus Services

3.24 The Guidelines for Planning for Public Transport in Developments, states that *"generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m"*. However, the Buses in Urban Developments[4] guidance advises a more rigorous approach to catchment area planning as displayed in **Table 3**.

Table 3. Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

[4] Buses in Urban Developments, Chartered Institution of Highways and Transportation, 2018

3.25 The nearest bus stops to the site are located on Locko Road at its junction with Royal Hill Road approximately 350 metres walk distance from the centre of the development site. However, the buses which served these stops have recently been re-routed or cancelled. The 9/9A no longer routes along Locko Road and the Spondon Flyer has been cancelled. The nearest bus stop to the site for the bus route 9 is now located on Moor Street, approximately 850 metres from the site.

3.26 The Spondon Flyer was a regular bus service in Spondon, which served the nearest bus stops to the site as described above. However, the service has recently been cancelled due to low patronage meaning it was not viable to continue operation, not even on a reduced service basis.

3.27 Since this service has been cancelled, two small buses operated by Derbyshire Community Transport have been undertaking a 3 month trial run within Spondon. These buses are called the Spondon Shuttle Buses (route S1 and S2) and only operate within Spondon, the S1 serves southern Spondon whilst S2 serves northern Spondon. The S2 shuttle bus routes nearest to the site, routing and calling at stops on Church Street and Chapel Street. Some of the stops on the route are existing physical stops whilst others are hail and ride stops. When the bus trial reached the end of the trial period at the end of June it was decided to extend the trial for a further 3 months, the service is also continuing free of charge to passengers.

3.28 The aim of these buses is to reconnect local residents with the existing businesses and facilities in Spondon village centre. Whilst these services only route within Spondon, they also share bus stops with the Ilkeston Flyer, which presents more opportunity to travel to areas further afield including Derby city centre. The Ilkeston Flyer is a regular service which routes between Cotmanhay and Derby City Centre via Spondon operating at a frequency of 1 service every 15 minutes. **Table 4** shows the current timetables of the S2 shuttle bus for its stop on Chapel Street which lies approximately 500 metres to the south of the site.

Table 4. Summary of Shuttle Bus S2 Weekday Services

Service number and route	First Service		Last Service		Daytime Frequency
	Eastbound Route	Westbound Route	Eastbound Route	Westbound Route	
S2	1000	X	1400	X	2 per 1 hr

Note: Timetable information obtained (July 2023), First/ last service based on time service arrives/ leaves the nearest bus stop to the development site.

3.29 Both of the Spondon shuttle buses only operate Monday to Friday, with the S1 operating between 0945 and 1345 and the S2 operating between 1000 and 1400. Both buses do not operate at the weekend.

Rail Services

3.30 The nearest railway station to the site is within Spondon approximately 2.0 km to the development site and within a 2km walking or cycling journey. The railway station at Spondon has two platforms, bus services and step free access. There are no cycle or car parking areas at Spondon Railway Station. It lies on the Derby – Nottingham line and

the station is managed by East Midlands Rail. The CrossCountry line from Cardiff to Nottingham also stops at the station. There are no services from the station on a Sunday.

3.31 **Table 5** shows a sample of key destinations that can be accessed from Spondon Railway Station direct.

Table 5. Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Derby	60 mins during peaks	15 mins
Nottingham	60 mins during peaks	23 mins
Birmingham	4 direct services per day	52 mins
Gloucester	1 direct service per day	1 hr 56 mins
Cardiff	1 direct service per day	3 hours

3.32 **Table 5** shows that Spondon Railway Station is served by a number of regular services, that provide access to a range of destinations during the morning and evening peak hours. Train services to Derby, Nottingham and Birmingham present opportunities for future residents to commute to these areas for employment. Some of the journey times are sufficient for commuting and there are more employment opportunities in the achievable destinations.

4. PROPOSED DEVELOPMENT

Introduction

4.1 The proposed development comprises the erection of up to 90 dwellings including related infrastructure, landscaping and open space on land west of Royal Hill Road, Spondon.

4.2 A copy of the indicative site layout plan is included within **Appendix 1**.

Vehicular Access

4.3 Vehicular access will be achieved via a priority-controlled T-junction on Royal Hill Road, the carriageway measures 5.5 metres wide with 2 metres wide footways on both sides of the access. The kerb radii measures 6 metres on both sides of the junction and 43 metres visibility is achievable to both the north and the south. This is in line with the 30mph speed limit on Royal Hill Road, although due to the layout and nature of the road vehicle speeds are likely to be less. The access is located between two slopes, where Royal Hill Road inclines both to the north and south. On site observations and measurements confirmed that visibility would also be achievable in the vertical alignment, this is due to the positioning of the access between two inclines. The proposed access arrangement has been designed in line with 'Delivering Streets and Places' 2017 guidance.

4.4 Drawing number **RHR-BWB-GEN-XX-DR-TR-101 S2-P2** shows the proposed access arrangement. Highway boundary information has also been obtained for the development, which shows that the proposed access arrangement fits within the site boundary and the publicly maintainable highway and does not overrun any private land.

Pedestrian and Cyclist Access

4.5 Pedestrians will gain access to the site via the footways proposed on both sides of vehicular access. Footway links will be provided throughout the site to encourage active travel by residents. The pedestrian footways within the site will meet the existing pedestrian provisions on Royal Hill Road to the south of the junction. Whilst to the north the footway will terminate at the kerb radii, at this point a drop kerb crossing will be provided to enable pedestrians to cross on to the eastern side of Royal Hill Road to continue their journey. Connecting to the existing off-site infrastructure will allow pedestrians and cyclists to travel to off-site destinations. A detailed review of the walking and cycling infrastructure will be undertaken and improvements will be identified where required.

4.6 The site also benefits from a wealth of PRoW provisions routing through the open fields which surround the site both to the west and north. The development proposals allow access for pedestrians/cyclists onto the public footpath network via links at both the northern and southern extents of the site.

Parking Provision

4.7 The parking standards for Spondon are contained within the Derby City Local Plan – Part 1 - Core Strategy document (January 2017). They can be found within Appendix C. However, the document states that for Use Class C3 (residential) developments, 'Residential parking will be negotiated site by site on the basis of the size of the proposed dwellings, availability of public transport and consideration of existing on street parking issues.'

4.8 Typically for new developments, one parking space is provided for 1-2 bed properties, whilst two spaces may be provided for 2-3 bed houses and three spaces may be provided for 4+bedroom properties. Visitor parking bays will also need to be considered.

Servicing

4.9 In relation to refuse collection vehicles, the internal roads will be designed to ensure that all dwellings are located within 30 metres of bin storage facilities and that refuse vehicles are able to reach within 25 metres of a bin store. This is to meet the maximum bin carrying distances for both residents and refuse collection workers.

5. TARGETS

Introduction

5.1 Introducing targets provides a way of monitoring the success of the Travel Plan, to maximise its impact. Whilst it is difficult to set definitive targets prior to resident travel habits being confirmed, this section identifies some indicative targets based on predicted modal split information using Census travel to work data (2011).

5.2 The targets of the Travel Plan for the proposed residential development will be Specific, Measurable, Achievable, Realistic, and Time-Constrained (SMART).

- **Specific**- The targets will aim to specifically promote walking and cycling to those residents working within a reasonable distance of the site. Those that can combine public transport travel will be actively encouraged. The targets will be set using the travel mode results from the Baseline Travel Survey.
- **Measurable**- The targets would be measurable, based on the results of the baseline Travel Surveys and further monitoring review surveys to be undertaken thereafter. These monitoring surveys will be carried out at key milestones over the lifetime of the Travel Plan.
- **Achievable and Realistic**- The targets should be achievable and realistic; they should be set in relation to the results of the Baseline Travel Survey.
- **Time Constrained**- The Travel Plan will have a five-year timeframe with surveys and targets being required at annual intervals and full reviews at years 1, 3 and 5. Thereafter, the TPC will continue to observe the general aims and objectives of the Travel Plan through the residents Travel Plan Forum.

5.3 At the planning application stage such targets are difficult to define without undertaking resident surveys. Therefore, site specific targets will be defined once initial travel surveys are undertaken and included in a Detailed Travel Plan.

Travel Survey

5.4 It is essential to conduct travel behaviour questionnaires with residents once the site is occupied. This information will then confirm the baseline situation against which any progress towards the future mode share targets can be measured. Surveys will be conducted within six months of initial site occupation and annually thereafter for a period of five years.

Modal Split

5.5 As resident travel patterns are not yet known, the following baseline mode share has been taken from the local Census journey to work data for the resident population (MSOA Derby 010) and the results are shown in **Table 6,** whilst the Census output can be found at **Appendix 2**.

Table 6. Modal Split

Mode	Percentage Share
Car Driver	73.6%
Bus	8.5%
On foot	7.2%
Passenger	5.4%
Bicycle	3.1%
Motorcycle	1.0%
Train	0.8%
Taxi	0.4%
Total	**100.0%**

Source: Nomis – Office for National Statistics

5.6 **Table 6** indicates that 9.3% of trips at the development would be undertaken using public transport, 7.2% would be undertaken on foot, 3.1% on bicycle, 5.4% of trips are likely to be car sharers and 1% would be undertaken on a motorcycle. Therefore, in total 26% of trips at the development are likely to be undertaken via sustainable modes whilst 74% will be undertaken via single occupancy vehicle trips.

5.7 **Table 7** shows the vehicle trip generation of the proposed development which has been extracted from the Transport Assessment for 90 dwellings.

Table 7. Proposed Site Vehicle Trip Generation (90 dwellings)

Mode	Trip Rates			Trip Generation		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
0800 – 0900	0.127	0.473	0.600	11	43	54
1700 - 1800	0.400	0.170	0.570	36	15	51

5.8 Hence, the modal splits outlined in **Table 7** have been combined with the vehicle trip generation in **Table 7** to calculate the two-way person trips associated with the residential development of up to 90 dwellings. The resulting forecast trips are shown in **Table 8**.

Table 8. Proposed Residential Person Trips

Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Car Driver	11	43	54	36	15	51
Bus	1	5	6	4	2	6
On Foot	1	4	5	4	1	5
Passenger	1	3	4	3	1	4
Bicycle	0	2	2	2	0	2
Motorcycle	0	1	1	1	0	1
Train	0	1	1	1	0	1
Taxi	0	0	0	0	0	0
Total	**14**	**59**	**73**	**51**	**19**	**70**

Targets

5.9 The target for the Travel Plan is for the development to promote the opportunities and benefits of sustainable modes of travel, with the aim of achieving a 10% reduction in car driver modal share within the Travel Plan monitoring period.

5.10 With regards to the target, the number of car driver trips will be reduced by 10.0%, based on the forecast number of car drivers in **Table 7**. This will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes.

5.11 **Table 9** identifies the resulting number of car trips to the site as a result of the 10% reduction (rounded to the nearest whole number). This will be updated and revised once travel surveys are undertaken to identify the actual base modal share of journeys across residents at the site.

Table 9. Proposed Residential Car Driver Trips with 10% Targeted Reduction

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Car Driver	10	39	49	32	13	45

6. MEASURES AND INCENTIVES

Introduction

6.1 This section identifies the initiatives and measures that will be implemented to achieve the Travel Plan targets including responsibilities and timescales for implementation. The measures will be reviewed by the TPC prior to occupation in terms of their appropriateness and effectiveness and will be refined, if required, subject to analysis of the monitoring results.

6.2 Following occupation of each property, every household will be issued with a Residents' Welcome Pack providing details of facilities within the local area. The pack will also provide residents with an understanding of the Travel Plan process and background information on access to the facilities as well as details of walking and cycling routes and public transport services/timetables, as outlined in the following sections.

6.3 The potential hours of work for residents should be considered in the Travel Plan as the working hours have an influence on the transport modes they may choose to take. For example, late working hours may make residents more likely to travel by car as public transport services stop operating. Again, during the day, it is also more likely for people to choose public transport during rush hour periods to avoid being caught in traffic, or walking/cycling off the roads to avoid vehicle fumes/emissions.

6.4 To provide accurate and clear timescales for the implementation of the Travel Plan, its associated measures, incentives and targets are linked to the construction and occupation of the new residential plots. Immediate measures refer to those that will be implemented prior to the occupation of the new residential plots. Short term measures refer to those that will be implemented during the first six months of occupation of a residential plot, and medium-term measures refer to those that will be implemented between six and twelve months of occupation of a development plot.

6.5 These measures relate to the potential for reducing the need to travel, and where travel is necessary promoting active and shared transport methods, such as carpooling, walking, cycling, and public transport among all residents and visitors.

Promotion and Awareness Raising

6.6 As detailed above, the site is accessible to pedestrians, cyclists and public transport users. Therefore, the Travel Plan will focus on the promotion of the existing travel opportunities to and from the site. It is essential that the travel opportunities are clearly highlighted and promoted to all residents and visitors, in order to allow people to choose alternative modes of travel from initial occupation which is when people are most inclined to change travel behaviours.

TP1: Appointment of a Travel Plan Co-ordinator

6.7 The first stage will be the appointment of a TPC. The role of the TPC is detailed later within this Travel Plan.

6.8 The TPC has responsibility for the management and implementation of the process of engaging with future residents and visitors to the site as part of the commitment to the Travel Plan process.

6.9 The TPC will also make themselves available to provide personalised travel advice to the residents, if required.

TP2: Travel Welcome Pack

6.10 All residents will be provided with detailed information about the transport facilities to and from the site through Travel Welcome Packs issued by the TPC prior to them starting their residency. The content of the welcome pack will include:

- Pedestrian and cycle route maps, with key locations (such as transport interchanges, local facilities, short-cuts etc) and the distances and journey times to key destinations;
- Information on local bus routes, services timetables, stop locations and fares;
- Contact details for the TPC;
- Information on any incentives available to encourage sustainable travel, i.e. bus taster tickets, / vouchers for cycling equipment
- Public transport information, including a bus and train route map and the latest timetable information. The welcome pack will include full details of the range of tickets available; contact details of relevant car share schemes; and
- Journey planning websites, such as www.nationalrail.co.uk which provide up to date timetable and route information as well as journey times, costs modal interchange advice;
- Provide details of mobile phone apps that provide up to date information on travel options.
- Advertise details of relevant car share schemes

TP3: General Travel Plan Awareness

6.11 After initial communication, the awareness raising process will be maintained through leaflets/emails delivered to each property or through social media platforms. This will provide residents with regular information and updates to any changes that are occurring, for example to public transport timetables. The TPC will be responsible for ensuring that the information is kept up to date.

6.12 The leaflets/emails/social media platforms will also display information produced for the welcome packs including a pedestrian and cycle route map and information on the local bus routes, service timetables, stop locations, and fares.

6.13 The Travel Plan and possible modes of sustainable travel will also be introduced to visitors to the development where possible. This will be achieved by providing information detailing how they can reach the site by sustainable modes through promotional literature.

6.14 By implementing the above measures, all residents and visitors will have the necessary information about the cycle and pedestrian routes, public transport services and car sharing opportunities, to allow them to realistically consider these modes of travel. This will allow all perspective residents and visitors to have knowledge of the sustainable options to travel to the development and the facilities at the site to encourage sustainable travel.

Encouraging Other Modes

TP4: Provision of Motorcycle and Cycle Facilities.

6.15 To encourage walking and cycling, the health benefits of travelling by these modes will be published within any communication vices and in the welcome packs. Cycle parking will be provided for each dwelling which will be sheltered and secure and is likely to be located within sheds, outbuildings or garages and will follow the guidance stated within Derby City - Local Plan 2017.

TP5: Physical Measures that Promote Sustainable Travel

6.16 To encourage pedestrian and cycle trips at the development, there is a pedestrian link proposed which routes through the centre of the site between the existing PROW located at the southern border and joins the existing PROW to the north on Longley Lane. This provision enables easy access from anywhere within the development to a traffic free route suitable for both pedestrians and cyclists.

6.17 The PROW to the south of the site enables access to Springfield Primary School, West Park Secondary School and Chaddesden. The PROW to the north of the site provides access to both Chaddesden and Oakwood to the northwest of the site. Ultimately, cyclist could utilise any of these PROWs to access Derby City Centre which is within 5km to the west of the development site. There is also opportunity to join National Cycle Network Route 66 utilising the PROW which routes along the southern boundary of the site. Route 66 which routes in a circular direction around the outskirts of Derby town centre providing a cycle route to many surrounding areas.

Car Use

TP6: Car Sharing Participation

6.18 The TPC will promote existing car sharing services such as, www.shareacar.com, www.liftshare.com, www.nationalcarshare.co.uk and https://www.derbyconnected.com/derbycarshare/. These sites do not require members to have a car as some existing members will offer lifts in exchange for a contribution towards fuel costs.

6.19 These websites allow people to log in, state where they are travelling to and from, and whether they are seeking or providing a lift. It also allows people to specify the days and times they are willing to car share. Car sharing matches are then sent over by secure email.

Long Term Measures

TP7: Travel Surveys and Travel Plan Management

6.20 To ensure the continuation of the Travel Plan in the long term, all of the immediate and short-term measures will be reviewed and updated as required. This will ensure effective measures are promoted, less effective measures are stopped or improved and new measures are implemented.

6.21 All residents will be encouraged to promote sustainable transport ideas and share any information or new ideas they may have to improve the Travel Plan with the TPC. By encouraging everyone to take an active role in the implementation of the Travel Plan,

people are more likely to make changes to their travel habits and be conscious of the travel choices. This can be done through promotional material.

6.22 The TPC will contact Derby City Council's (DCC's) Travel Plan Officer to ask for advice regarding travel measures, discuss any new measures that are being implemented and discuss any changes to the transport facilities in the vicinity of the development.

7. IMPLEMENTATION AND MONITORING

Implementation

7.1 In order to implement the Travel Plan, a TPC will be appointed. Contact details of the TPC will be provided to the local authority on appointment. The TPC will be responsible for the implementation and maintenance of the Travel Plan including all promotion, consultation, monitoring and review.

7.2 The role will require part time involvement and be appointed from when construction first begins on site, for a period of five years after first occupation. Hence, the initial implementation of the Travel Plan will involve a time commitment from the TPC prior to occupation and during the first few months of occupation of the development as they undertake the tasks set out within this Travel Plan. However, on a day-to-day/week-to-week basis administering the Travel Plan should not be a time intensive task.

7.3 The role of the TPC will be to:

- Oversee the development, promotion and implementation of the Travel Plan measures and incentives. This includes the content of the Travel Plan.
- Design and implement continuous, effective marketing and awareness raising strategies to promote the Travel Plan measures and incentives. For example, they will be responsible for the effective display of information on the distribution of material to residents.
- Act as a point of contact for all residents requiring information. In doing so, they will represent the 'human face' of the Travel Plan – explaining the purpose and the opportunities on offer.
- Secure any necessary funding to support the Travel Plan and ensure its efficient and effective use.
- The TPC will review and agree the measures.
- The TPC will review and agree the Travel Plan targets, the measures and incentives, the methods for implementing and monitoring the Travel Plan and the successes and failures.

Monitoring

7.4 The TPC will be responsible for undertaking surveys to monitor the progress of the Travel Plan against its targets. Repeating these surveys over time will show whether the Travel Plan is succeeding in encouraging a greater number of residents to travel by more sustainable travel modes.

7.5 If progress towards meeting targets is slow, the monitoring process allows this to be easily identified. It may be possible to determine particularly effective / ineffective measures, and thereby identify remedial action to ensure the continued success of the Travel Plan. The TPC will be responsible for ensuring that the Travel Plan is being delivered to greatest effect and that targets are being met. The monitoring report should be completed each year.

7.6 The monitoring report will include the following:

- Details of the methodology used in undertaking the surveys;
- Details of response rates and a summary of the results / findings;

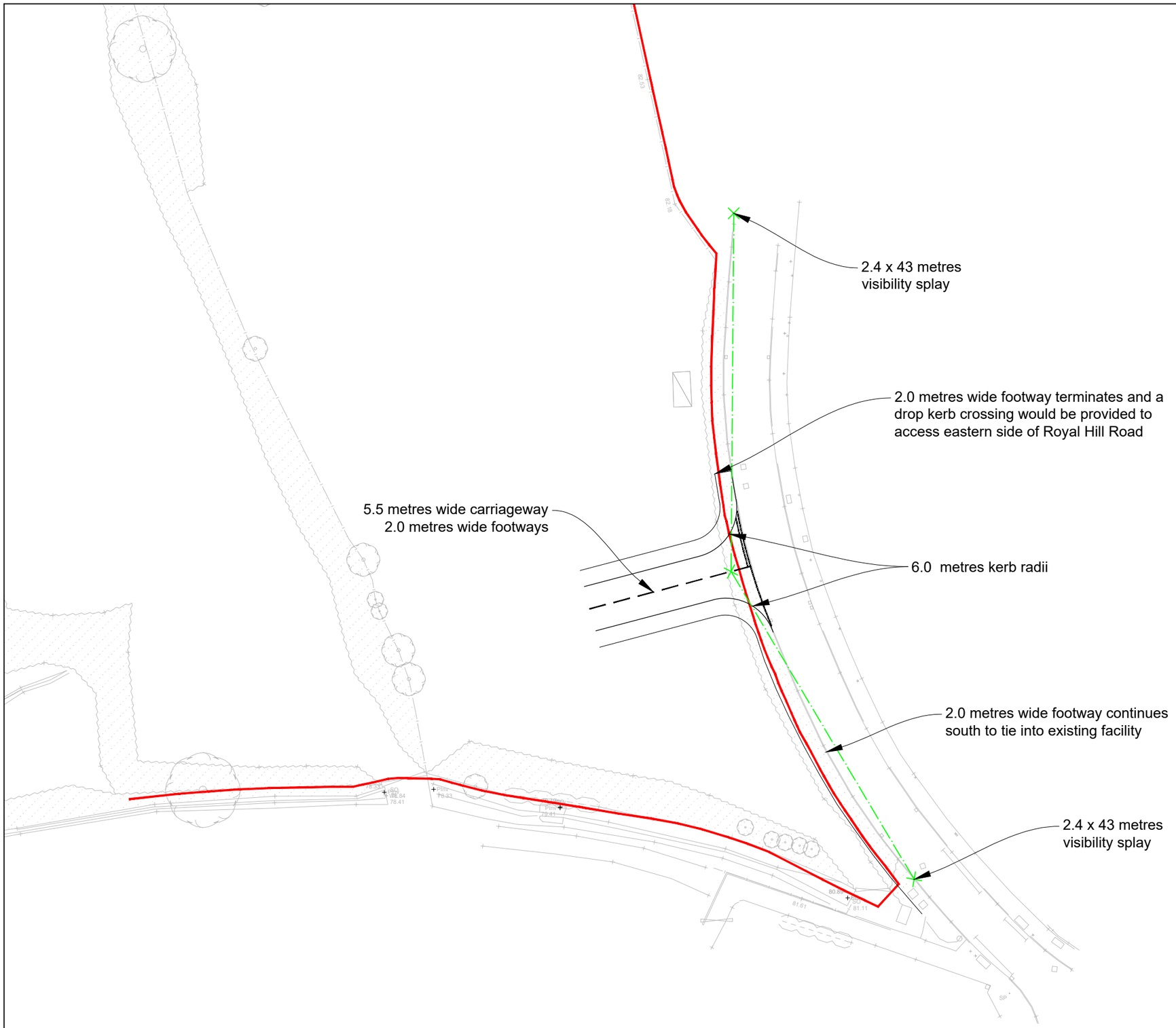
- A review of the findings of the surveys in the context of the objectives and targets; and
- An action plan (strategy), together with updated targets and objectives for the forthcoming year including details of any additional measures that are required to achieve the targets.

Travel Plan Review

7.7 The Travel Plan will be reviewed regularly against the targets. If the targets are not met and aspects of the Travel Plan are seen to be underperforming, the TPC will review the measures in place and revise them where appropriate in consultation with DCC.

7.8 Mitigation measures such as increasing transport information provision and promotional material or providing incentives will be considered in consultation with DCC. The TPC will work closely with DCC to ensure that all national and local sustainable travel initiatives are promoted within the site.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Rev	Date	Details of issue / revision	Drw	Rev
P2	13.09.22	TOPO SURVEY RECEIVED	SF	ST
P1	15.01.20	PRELIMINARY ISSUE	SF	ST

Issues & Revisions

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Client

MILLER HOMES

Project Title

ROYAL HILL ROAD, SPONDON

Drawing Title

PROPOSED ACCESS ARRANGEMENT

Drawn:	S. Franklin		Reviewed:	S. Terrey	
BWB Ref:	BMW3087	Date:	15.01.20	Scale@A3:	1:XXXX

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
RHR-BWB-GEN-XX-DR-TR-101	**S2**	**P2**

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APPENDICES

APPENDIX 1: Site Layout

Key

Site Boundary
4.51Ha

Development

- Residential Development Area
  2.19Ha = Circa 90 dwellings
  Dependent on housing mix
- Illustrative Built Form
- Equipped Play Space
  LEAP

Movement

- Site Access
  Vehicle and Pedestrian
- Streets
- Lanes
- Shared Private Drives
- Public Rights of Way
- Footpaths &/or Cycleways
  Infrastructure to connect to the wider existing network of routes and PRoWs to adjacent schools
- Pedestrian Connections at Site Boundary

Landscape

- Retained Trees & Hedgerows
  With associated RPAs
- Structural Landscaping
  Planting buffer along eastern boundary
- Illustrative Landscape Strategy
  Includes opportunities for a kickabout area, orchard and grasslands (to be agreed as part of detailed applications)
- Drainage Basin
- Illustrative Location of Pumping Station
- Flood Zones

Planning | Design | Environment | Economics | Heritage
East Midlands
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Land off Royal Hill Road, Spondon, Derby - **Illustrative Masterplan**

| Drawn by: JF/KC | Approved by: JF/PS | Date: 20/06/23 | Scale: 1:1250 @ A1 | DRG: P19-2639_DE_001 Sheet No: 01 Rev: E | Client: Miller Homes |

Pegasus Group

APPENDIX 2: Modal Split

nomis
official labour market statistics

Office for National Statistics

QS701EW - Method of travel to work

Edit query

View data Change format

QS701EW - Method of travel to work

Population	All usual residents aged 16 to 74
Units	Persons
Area Type	2011 super output areas - middle layer
Area Name	E02002805 : Derby 010
Rural Urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	4,266
Work mainly at or from home	91
Underground, metro, light rail, tram	2
Train	19
Bus, minibus or coach	223
Taxi	10
Motorcycle, scooter or moped	27
Driving a car or van	1,935
Passenger in a car or van	141
Bicycle	81
On foot	189
Other method of travel to work	10
Not in employment	1,538

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

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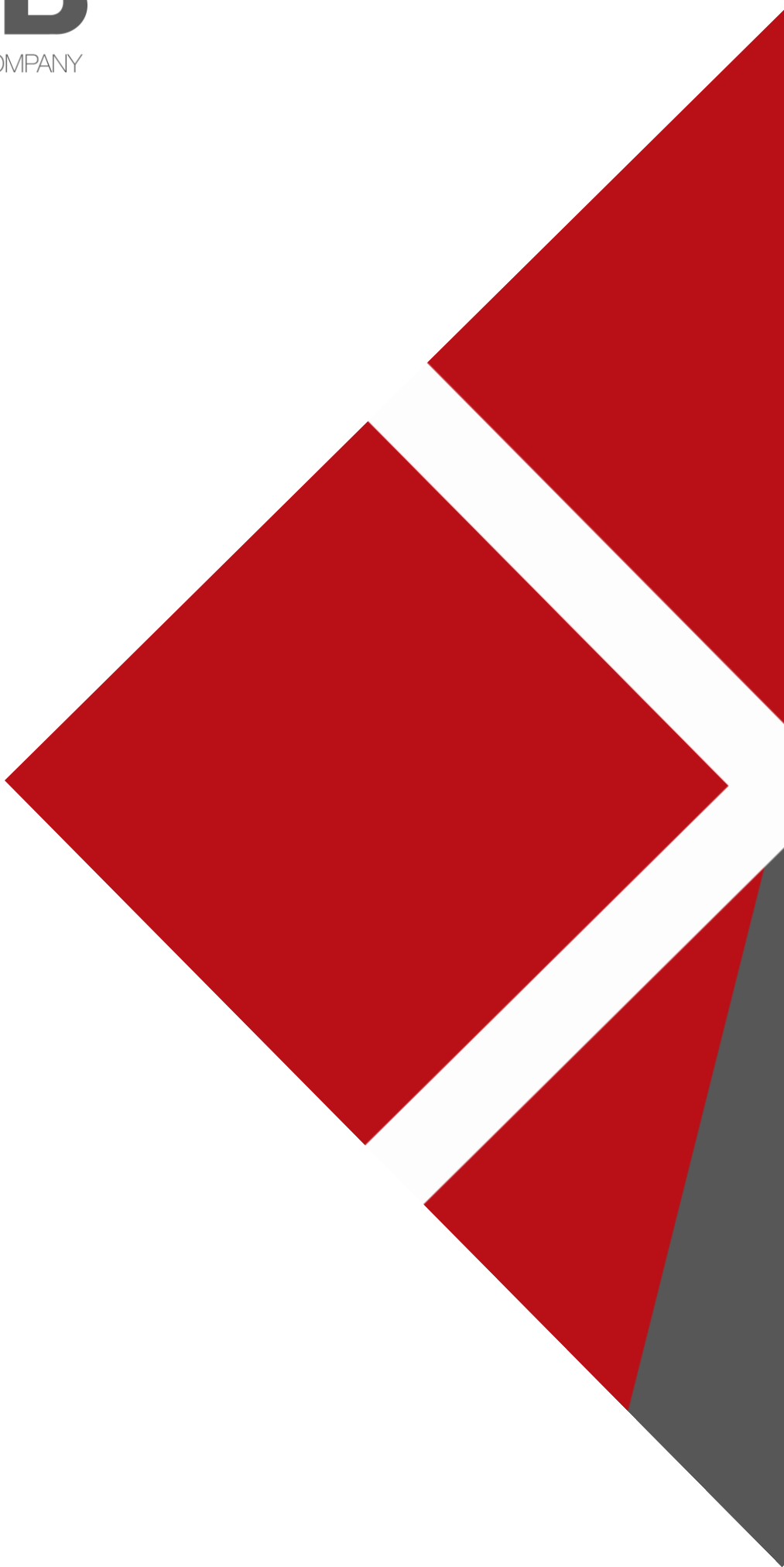

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