
Project	23/01631/OUT–	Date	26/03/2024
Note	Outline application for residential development including access arrangements - up to 90 dwellings on Land to The West of Royal Hill Road Derby	Ref	TA414
Author	Transport Planning - LC		

1.0 Introduction

- 1.1 Initial observations were issued in December 2023 which identified that prior to determination, the applicant needed to submit further details of all proposed pedestrian accesses on the site boundary i.e., proposed widths, gradients, surfacing and connections with the adjacent Public Right of Way network.
- 1.2 Furthermore, that the distance the site is from a regular bus service is of concern, and that mitigation i.e., planning obligation will be required to maximise future residents' ability to readily travel by bus locally, but also into the City Centre, and destinations further afield.
- 1.3 Since then, a meeting has been held to discuss the aforementioned issues in greater detail, and further information provided by the applicant for consideration.

2.0 Pedestrian and Cycle Access

- 2.1 The detail on updated drawing, RHR-BWB-GEN-XX-DR-TR-101-P3 is sufficient for the purposes of securing planning permission, and can be duly conditioned.
- 2.2 Transport Planning would still wish to see an improvement to the length of Spondon Footpath 7, from the furthest proposed linkage to its junction with Royal Hill Road in terms of its surfacing; it is evident that the development will lead to greater usage, and an attractive, well-maintained route is key to encouraging its use. At the time of writing, there has not been a definitive response to this request since it was made but if required, this could be a preoccupation condition.

3.0 Bus Service Provision

- 3.1 To recap, the submitted TA has highlighted that the Spondon Flyer is no longer in operation leaving the Ilkeston Flyer¹, which operates along Moor Street between Cotmanhay and Derby via Ilkeston as the only frequent bus service, operating every 15 minutes at peak times.
- 3.2 Service 9/9C² offers a very limited weekday service at 2 hourly intervals between Derby, and Long Eaton via Spondon. There was also a trial shuttle bus service operating earlier in 2023 around Spondon, which the TA has identified but this has now ceased. Consequently, the nearest bus stop provision for future residents is at least 800m from the site entrance on Royal Hill Road, which is over double, the recommended maximum walking distance as advised by Buses in Urban Developments³ (CIHT, 2018).

¹ <https://www.trentbarton.co.uk/services/ilkestonflyer>

² <https://localbus.vectare.co.uk/timetables/86d52eb5-6187-4c5e-890f-c468ac543e98>

³ https://www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf

- 3.3 Therefore, to maximise future residents' ability to readily travel by bus locally, but also into the City Centre, and destinations further afield a monetary contributions is sought of £180,090 in line with [Appendix B Financial Contributions Matrix 2023-24](#) of the Council's revised [Planning Obligations Supplementary Document \(SPD\)](#). This would be used to introduce a bus service to serve the closest bus stops to the development site, and to provide quicker connections to the faster, Ilkeston Flyer service which runs along the A6096. At the time of writing, there has not been a definitive response to this request since it was made in writing last month and is awaited.

TP – LC – 26-03-24