

**Peveril Homes Ltd**

**Land at Tutbury**

**Proposed Residential Development  
Outline Travel Plan**

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## **1.0 INTRODUCTION**

- 1.1 This Outline Residential Travel Plan has been prepared on behalf of Peveril Homes to accompany a detailed planning application for 224 residential dwellings and 1803sqm of office use at their site adjacent to the A511 in Tutbury, Staffordshire. It will form the first stage in a series of assessments and initiatives to encourage sustainable travel at the proposed residential development within the site.
- 1.2 A Travel Plan is a package of site-specific initiatives aimed at improving the availability and choice of travel modes associated with any development. It may also promote practices or policies that reduce the need for travel. Travel plans are becoming an increasingly important tool in the delivery of sustainable outcomes, as they provide the mechanism for assessing and managing access to sites. In addition, they can help improve accessibility both to and from the site and to local amenities and services.
- 1.3 The objective of this Outline Travel Plan is to set out the developers' commitment to encouraging non-car travel at the proposed residential development, thereby satisfying the requirements of both local and national planning policy. In practice, it is impractical to expect a residential development to be approached in the same way as a commercial development Travel Plan, as it is difficult for the planning authority to impose and enforce specific targets that relate to the ongoing reduction of single occupancy car travel at a private residential development. Consequently, the aim of this residential development Outline Travel Plan is to set out the existing opportunities for non-car travel at the site, along with an indication of the potential modal splits and actions that will be undertaken by the developer to influence the travel patterns of future residents from the first day of their occupation.
- 1.4 A Transport Assessment was also completed in support of the proposed development and submitted as part of the planning application. Where appropriate, this residential development Outline Travel Plan adopts the findings of the Transport Assessment, particularly in respect of the proposed transport conditions and person trip generation.

## 2.0 BACKGROUND INFORMATION

### *Site location*

- 2.1 The site is located on undeveloped land at the southeastern edge of Tutbury and is bound by Iron Walls Lane and Burton Road to the north, the A511 to the east, undeveloped land to the south, and existing residential dwellings and Green Lane to the west. The site measures approximately 15 hectares in area and its location is shown in **Figure 1**.
- 2.2 The area surrounding the site comprises mainly residential development within Tutbury, immediately to the west, and Hatton, approximately 1.5 kilometres to the north. Within Tutbury there are local amenities that include a primary school, a post office, three churches, public houses, and various local shops. Further afield of Tutbury, Burton on Trent is located approximately 5 kilometres to the southeast and comprises a significant amount of residential, retail, and employment development.

### *Description of the proposed development*

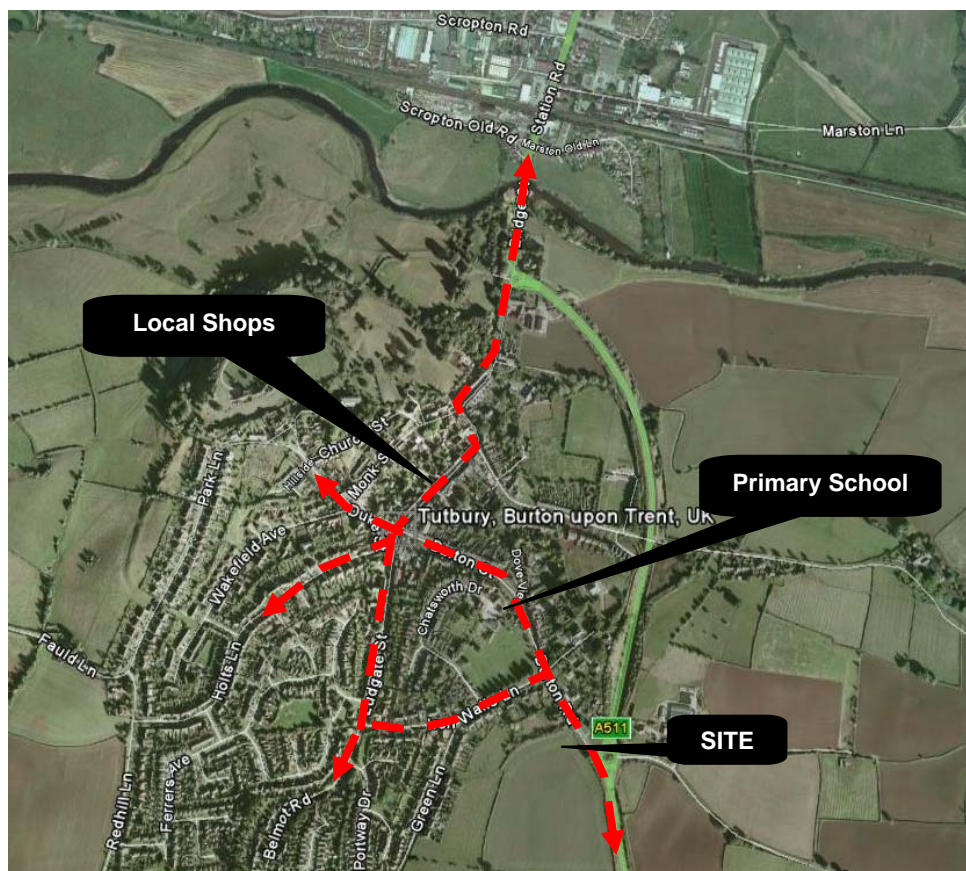
- 2.3 The site masterplan is provided within **Appendix A**. The plan shows that the proposed residential development comprises 224 dwellings, which includes a mixture of detached, semi-detached, and bungalow type dwellings, with access provided from Burton Road at the north and the A511 to the east of the site. The internal site arrangement and loop road will also include a network of pedestrian and cycle links throughout the development, with opportunities to link to Burton Road at the north, Green Lane at the west and the adjacent sports fields, play areas and business park uses to the south of the site.
- 2.4 A Transport Assessment has been produced in support of the overall proposed development, the key findings of which were as follows:
- A total of between 425 and 552 car parking spaces will be provided within the residential development.
  - Footway/cycleway improvements should be implemented at the western edge of Burton Road adjacent to the residential development (north of the roundabout).

- Footway and pedestrian refuge facilities should be implemented at the western edge of Burton Road, adjacent to the office development (south of the roundabout).
- Internal pedestrian/cycle links should be provided within the development.
- One cycle parking space should be provided to serve each dwelling.
- A new diverted bus route and bus stops should be provided within the residential development, or alternatively on the A511 adjacent to the eastern access.
- The following modal splits would be applicable to the site:
  - by underground, metro, light rail or train 0.00%
  - by train 1.01%
  - by bus 6.30%
  - by motorcycle/scooter/moped 1.43%
  - by car/van (as driver) 69.71%
  - by car/van (as passenger) 8.03%
  - by taxi or minicab 0.57%
  - on bicycle 2.34%
  - on foot 10.13%
  - other 0.48%

### ***Pedestrian accessibility issues***

2.5 Opportunities for walking to the site are very good. It is generally recognised that two kilometres represents the maximum preferred walking distance for commuting trips. **Figure 2** shows a 2 kilometres pedestrian isochrone centred on the site, which demonstrates that all of Tutbury is within a reasonable walking distance of the site, as well as the southernmost part of Hatton and a number of small farm developments to the east and south. All of the local amenities within Tutbury, such as shops and schools, are within a reasonable walking distance of the site. Based on the location of the site and the surrounding pedestrian footway and crossing opportunities, **Photo 1** demonstrates the surrounding pedestrian links that serve the centre of Tutbury, including its employment and educational amenities, such as the local shops on Ludgate Street and High Street and the Richard Wakefield CE Primary School on Burton Street. It shows that the key

route between the site and amenities within Tutbury would be along Burton Road and Iron Walls Lane.



**Photo 1:** Key pedestrian routes (aerial photograph taken from Google Earth)

- 2.6 Pedestrian facilities in the vicinity of the site will be significantly improved following implementation of the proposals recommended within the Transport Assessment. These comprise a 3 metres wide shared footway/cycleway at the western edge of Burton Road to the north of the Burton Road/Rolleston Lane/A511 roundabout, and a 2 metres wide footway on the western edge of Burton Road to the south of the roundabout. Adjacent to the office development, two pedestrian refuges will be available within Burton Road, measuring 2 metres wide and 4 metres long. These improvements will ensure that satisfactory pedestrian facilities exist along the key desire line between the site and the centre of Tutbury. The crossings will also further aid pedestrians crossing Burton Road on route to the footway and proposed public transport facilities at the eastern edge of the carriageway. The masterplan also demonstrates the key internal

pedestrian routes within the site, which link the residential development to both Burton Road and Green Lane.

- 2.7 To the north of the site, a pedestrian footway exists at the eastern edge of Burton Road, along with the proposed shared footway/cycleway improvements at the western edge of Burton Road, which both connect the development to the centre of Tutbury. The existing footway at the eastern edge of Burton Road measures between approximately 1.5 and 2 metres. To the west of the junction with Iron Walls Lane the western footway on Burton Road measures approximately 2.8 metres wide. To the east of the site, a footway measuring approximately 2 metres wide runs along the eastern edge of the A511 as it passes the site. Overall, these footways link the site well to the centre of Tutbury and the surrounding residential estates, all of which include street lighting. **Photo 2** shows the existing conditions at Burton Road.



**Photo 2:** Existing footways along Burton Road

- 2.8 Approximately 100 metres north of the site, footways with street lighting are present on both sides of Iron Walls Lane. These footways measure approximately 2.5 metres wide along the southern edge of the carriageway and approximately 2 metres wide along the northern edge. Iron Walls Lane leads to Ludgate Street and High Street, where a number of local shops and businesses exist. **Photo 3** shows the existing conditions at Iron Walls Lane.





**Photo 3:** Existing footways along Iron Walls Lane

2.9 In addition to the proposed pedestrian refuges on Burton Road, designated pedestrian crossing facilities are also located at the A511/Burton Road/Rolleston Lane roundabout. These comprise pedestrian refuge islands with dropped kerbs at the A511 (north) and Rolleston Lane arms of the roundabout. **Photo 4** depicts the existing crossing facilities at the A511/Burton Road/Rolleston Lane roundabout. Whilst there are no other designated crossings in the vicinity of the site, the lightly trafficked nature of a number of surrounding roads should provide opportunities for pedestrians to safely cross the carriageway.



**Photo 4:** Existing footway and crossing provision at the A511/Burton Road/Rolleston Lane roundabout (Rolleston Lane arm)



### ***Cyclist accessibility issues***

- 2.10 It is generally recognised that 5 kilometres represents a maximum cycle distance for commuting trips. **Figure 3** shows the site centred within a 5 kilometres catchment area. It demonstrates that surrounding areas including Tutbury, Hatton, Hilton, Church Broughton, Scopton, Rolleston-on-Dove, and Hanbury are all within a reasonable cycle distance. Based on the location of the site and the surrounding attractions, the main surrounding cycle desire lines, would be via the A511, which would link the site to the main surrounding employment opportunities within Rolleston, Horninglow, Hatton, Tutbury, and Stretton.
- 2.11 Inspection of the cycle maps for East Staffordshire and Derbyshire reveals that there are a number of advisory cycle routes through Tutbury and Hatton, whilst to the south there is a comprehensive network of cycle routes within Burton upon Trent and the surrounding areas. Further cycle facilities will be available following implementation of the shared footway/cycleway facilities at the western edge of Burton Road, as recommended within the Transport Assessment.

### ***Public transport accessibility issues***

- 2.12 Details of local bus services can be obtained via either the internet at [www.eaststaffsbc.gov.uk](http://www.eaststaffsbc.gov.uk), or printed leaflets are available from either the local bus operator or East Staffordshire Borough Council. **Figure 4** shows the existing bus routes that operate within 400 metres of the site, along with the locations of existing bus stop facilities that serve them. Details of each service are also summarised in **Table 1**.
- 2.13 **Figure 4** shows that a total of 4 routes currently pass within 400 metres walking distance of the northern site boundary. Three of these bus routes, numbers 1, 1a, and the V1 (Villager), operate from Monday to Saturday at a combined peak hour frequency of 3 services per hour in each direction, or approximately one service every 20 minutes to locations including Tutbury, Hatton, Burton upon Trent, Rolleston, and Uttoxeter. In addition, route numbers 1e and the 'Villager' (V1) run on Sundays at a combined frequency of 2 services every 2 hours.

- 2.14 Detailed inspection of the timetables for these routes indicates that there are a number of services that link the proposed residential development to the surrounding employment areas within Burton, Tutbury and Derby, which would arrive and depart in line with typical 0800 to 1800 working and school hours.
- 2.15 The closest bus stops are located on Burton Road, approximately 200 metres to the north of the site. A shelter with timetable information is located at the eastern edge of Burton Road serving southbound services, with a flag and pole arrangement with timetable information serving northbound services is located at the western edge of Burton Road. **Photo 5** shows the existing shelter facility on the eastern edge of Burton Road.



**Photo 5:** Existing bus shelter facility at the eastern edge of Burton Road.

- 2.16 Access to bus services at the site will be significantly improved following the implementation of new bus stop facilities, as proposed within the Transport Assessment. These improvements will comprise either stops within the residential development served by a diversion of route number V1 (Villager), or stops on Burton Road adjacent to the office development that would improve access to route numbers 1 and 1E. In either scenario, well lit pedestrian routes will be provided between all dwellings within the residential development and the new bus stops. These additional bus stop facilities will improve access from the site to the surrounding areas including Hatton and Burton-on-Trent.

- 2.17 The main bus operator in the Tutbury area is Arriva, who offer a variety of ticket types. Aside from the standard single and return tickets, which vary in price depending on the desired travel distance, Arriva also provide multi-journey and season tickets, which can cover weekly, monthly and annual tickets. Further discounts for students and elderly passengers are also available. Arriva have also released a new bus ticket scheme, which involves passengers buying m-tickets through a mobile phone, which can be shown to the driver when getting on the bus. Further details on ticket types and prices can be obtained online at [www.arrivabus.co.uk](http://www.arrivabus.co.uk).
- 2.18 Tutbury and Hatton Train Station is located approximately 1.25 kilometres north of the site at the southern edge of Hatton. This station lies beyond the usual threshold for reasonable walking distances for public transport. However, it is served by regular trains between Derby and Crewe which run at a frequency of approximately one service every hour in each direction during weekday daytimes. Given the regular train services to areas that are not easily or often accessible by bus to the site, it is considered that the train station is suitably located to further support public transport journeys from the site to locations further afield of the local areas. Details of the precise timings can be found online at [www.nationalrail.co.uk](http://www.nationalrail.co.uk).

### **3.0 OBJECTIVES**

3.1 The objectives of this residential development Outline Travel Plan are:

- To reduce the number of single car occupancy car journeys made by residents at the site
- To improve access to sustainable modes of transport and encourage residents to make more considered transport choices
- To achieve a reduction in the level of peak hour traffic generation associated with the site.

## **4.0 ACTIONS FOR ACHIEVING OBJECTIVES**

- 4.1 In order to meet the above objectives, the developer would carry out the following actions subsequent to any decision to grant planning permission.
- 4.2 A site management group (SMG) will be set up to oversee and manage both the residential and office developments at the site, which will include the management and implementation of the Travel Plan.
- 4.3 A Travel Plan welcome pack will be issued to all residents by the SMG when they receive the keys to their property. This pack will include a number of incentives to influence travel habits, which will include the following:
- details of all current bus services that serve the site along with maps showing local walking and cycle routes, plus details of any forthcoming promotional events for sustainable travel
  - a voucher that entitles one person within each property to three months free travel on Arriva services in Staffordshire
  - cycling information advising on such details as how to improve cycle parking facilities at their home, which will also include a voucher for £100 to cover the purchase of cycling equipment at a local store
  - a feedback survey to gather early information about perceived transport choices
  - a copy of this Travel Plan and contact details for relevant organisations, such as the County Council's Public Transport Department and local taxi companies.
- 4.4 As part of the normal induction process for residents, sales representatives would be trained in personalised travel planning so that they can provide travel advice to new occupiers. This will enhance the residents' awareness of the Travel Plan and also highlight the sustainable travel opportunities available to them.
- 4.5 The SMG shall set up a 'walking to school club' which will be made available to the residents. This will encourage parents and children to walk to the nearby schools within the surrounding area. A system will be set up between the schools and residents, where participants arrange to meet up before and after school and

coordinate walking journeys to and from the site. Participants of the scheme will be given high visibility vests and promotional umbrellas.

- 4.6 The SMG will set-up a neighbourhood car share club for the development to increase car sharing at the site. A private, site-specific database of resident travel patterns will be created to enable them to identify opportunities where car sharing could take place. The developer will also subscribe to the 'Liftshare' program at [www.liftshare.com](http://www.liftshare.com) which includes a database of nationwide car sharers.
- 4.7 Marketing literature for the development will emphasise the sustainable nature and opportunities in terms of its location and travel choices, with a travel plan notice board located outside the sales office, which shall be regularly updated.



## 5.0 TARGETS AND MONITORING

5.1 The main target aims are to increase the awareness of the travel plan and the opportunities to travel by non-car modes, with the aims of reducing the level of car trips per household and increase the uptake of alternatives. However, it is very difficult for the developer to enforce any travel decisions made by residents, particularly without understanding the precise details of how the development could operate and what the specific demands could be of the residential Outline Travel Plan. Therefore, to gain an understanding of the travel patterns residents adopt, it is recommended that once the development becomes 75% operational travel surveys should be submitted to determine the occupants travel patterns, reasons for car use and whether any issues exist that discourage non-car use. **Appendix B** contains a sample initial travel survey for a residential development.

5.2 Following completion of the initial residential travel surveys, specific targets can be determined to specifically address the need to reduce single occupancy car travel at the site. These subsequent targets need to be directly related to the resident travel patterns, but could include the following:

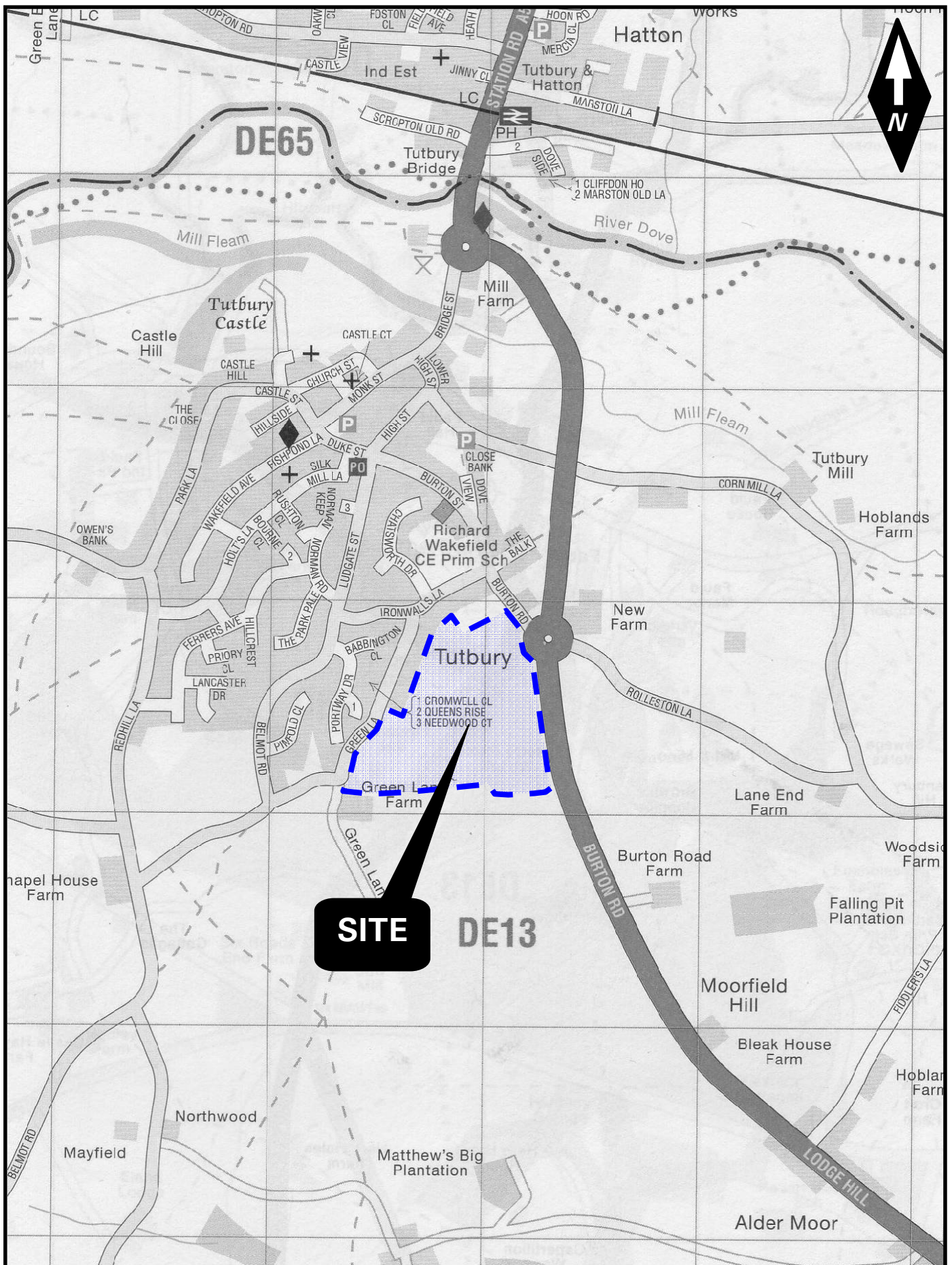
- the predicted two-way trip level for the residential development (as determined within the Transport Assessment) during the evening peak hour should be reduced by 10% - **within a year of the initial site survey**
- at least 75% of all occupants should be aware of the travel plan and its targets - **within a year of the initial site survey**
- The SMG will set up the framework for the walking to schools club – **Within two months of the first unit being occupied**
- The SMG will set up the framework for the car share database - **Within two months of the first unit being occupied**

5.3 Following the initial site survey, monitoring of the travel plan should normally take place on an annual basis thereafter to examine the ongoing effects and impact of the travel plan. Monitoring should take place over a wide range of time periods to examine different patterns of journeys that can be generated, which should include the morning, evening and school peaks. There are a number of options for managing the monitoring process, two of which are as follows:

- Developer responsible for monitoring the travel plan through the SMG, which could be either in conjunction with the monitoring process for the office development or as a standalone exercise.
- Staffordshire County Council responsible for monitoring the travel plan, with possible funding from the developer.

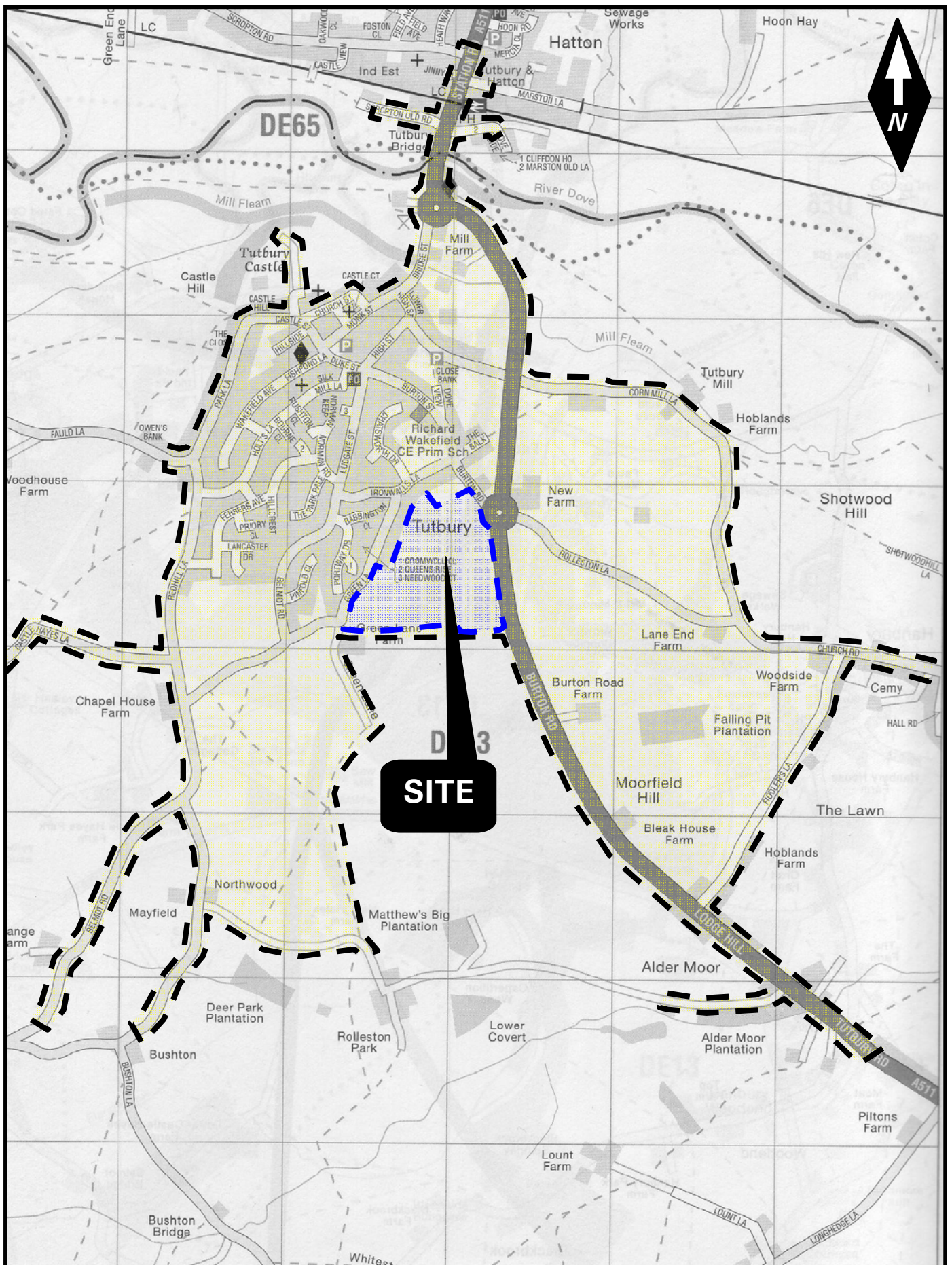
Route No.	Operator	Details	Frequency (services)			
			Weekdays		Saturday	Sunday
			peak am + pm	off peak		
1	Arriva	Uttoxeter-Tutbury-Burton	60 mins	60 mins	60 mins	No service
1a	Arriva	Tutbury-Rolleston-Burton	60 mins	60 mins	60 mins	No service
1e	Arriva	Uttoxeter-Tutbury-Burton	No service	No service	No service	2 hours
Villager (V1)	Trent Barton	Burton upon Trent-Tutbury-Derby	60 mins	60 mins	60 mins	2 hours

**TABLE 1: DETAILS OF LOCAL BUS SERVICES**



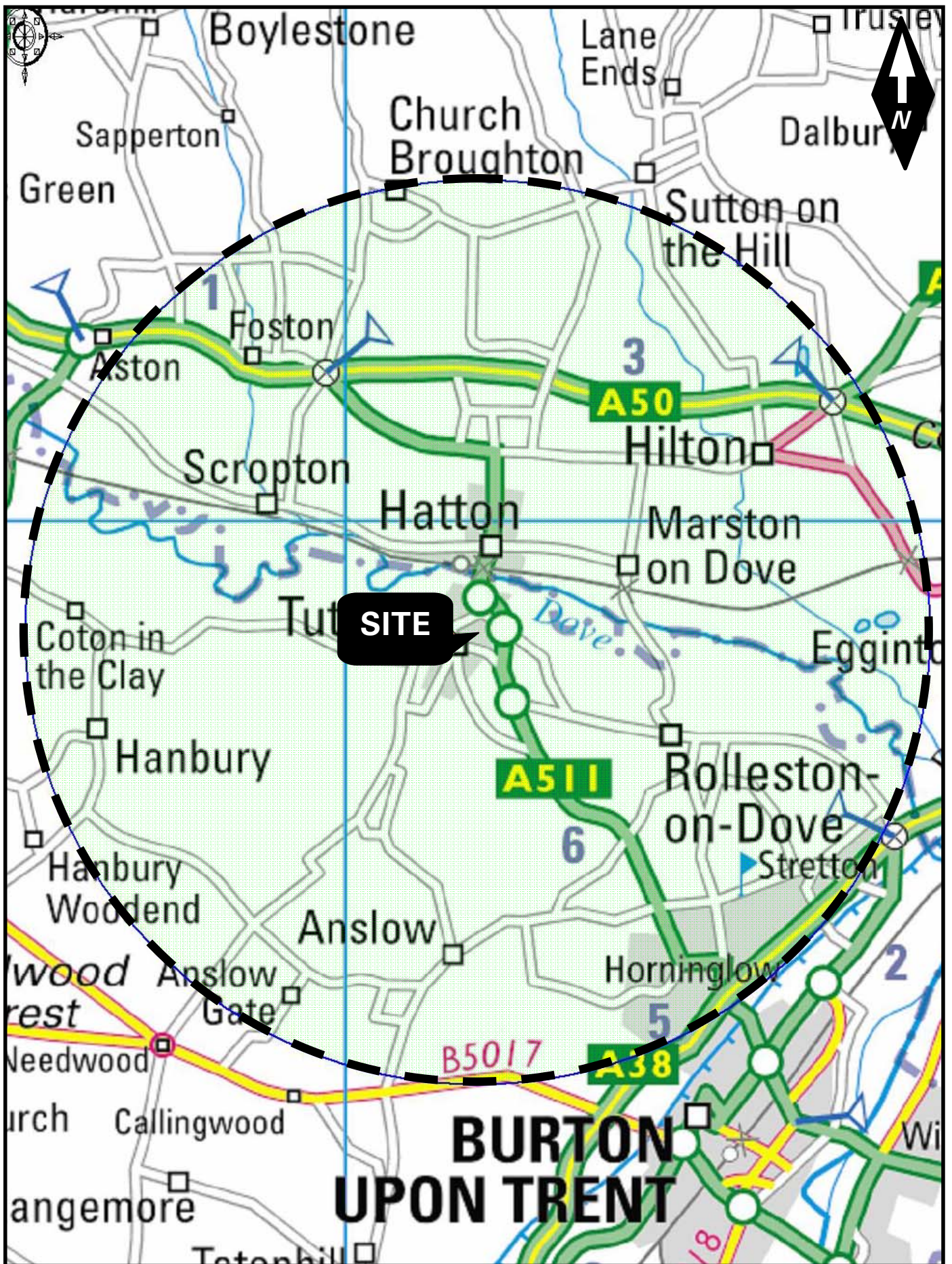
SCALE: <b>Do Not Scale</b>	CLIENT:	JOB TITLE:		
DATE: <b>24/04/09</b>	<b>Peveril Homes Ltd</b>	<b>Land at Tutbury</b>		
DRAWN: <b>AG</b>	TITLE:	JOB NUMBER:	FIGURE:	
	<b>SITE LOCATION PLAN</b>	<b>F09049</b>	<b>1</b>	





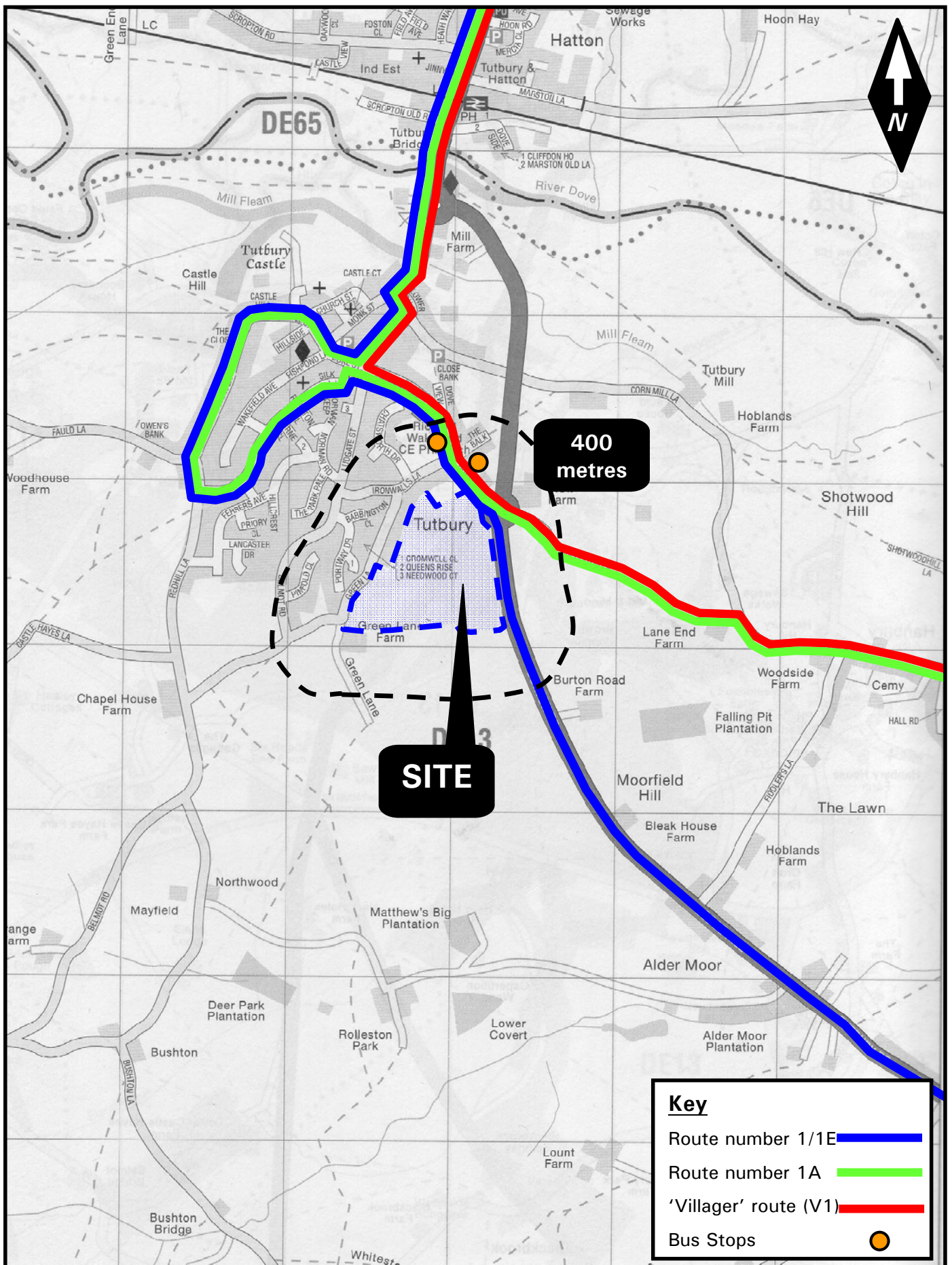
SCALE: <b>Do Not Scale</b>	CLIENT:	JOB TITLE:		
DATE: <b>24/04/09</b>	<b>Peveril Homes Ltd</b>	<b>Land at Tutbury</b>		
DRAWN: <b>AG</b>	TITLE:	JOB NUMBER:	FIGURE:	
	<b>PEDESTRIAN ISOCHRONE (2 KILOMETRES)</b>	<b>F09049</b>	<b>2</b>	





SCALE: <b>Do Not Scale</b>	CLIENT: <b>Peveril Homes Ltd</b>	JOB TITLE: <b>Land at Tutbury</b>		
DATE: <b>24/04/09</b>			JOB NUMBER: <b>F09049</b>	FIGURE: <b>3</b>
DRAWN: <b>AG</b>	TITLE: <b>CYCLIST CATCHMENT AREA (5 KILOMETRES)</b>			





SCALE: <b>Do Not Scale</b>	CLIENT:  <b>Peveril Homes Ltd</b>	JOB TITLE:  <b>Land at Tutbury</b>		
DATE: <b>24/04/09</b>				
DRAWN: <b>AG</b>	TITLE:  <b>LOCAL BUS ROUTES</b>		JOB NUMBER:  <b>F09049</b>	FIGURE:  <b>4</b>

## **APPENDIX A – PROPOSED SITE MASTERPLAN**

**MASTERPLAN TO BE INSERTED**

## **APPENDIX B – SAMPLE RESIDENTIAL TRAVEL SURVEY**

## Residential Travel Survey

Please could the head of the household take a moment to answer the following questions regarding how you travel to and from your home.

Please complete in **BLOCK CAPITALS** using **Black / Blue ink**.

1. How many people live in your household? ☐ 1  
☐ 2  
☐ 3+

2. Roughly how often do you travel by the following means of transport?:

Method of Travel	Daily	A few times per week	Once a week	Once every two weeks	Once a month	Rarely	Never
By foot							
Cycling							
Bus							
Train							
Car (on own)							
Car (with others)							
Taxi							
Other							

3. What is your most common reason for travelling? ☐ Work  
☐ Shopping  
☐ Leisure  
☐ School Run  
☐ Other (please specify)

4. How many cars do you own as a household? ☐ 1  
☐ 2  
☐ 3+

Thank you for taking the time to fill in this survey, please could you provide your name and address number below:

Name:

Address: