



# Fauld Industrial Estate, Tutbury

## Travel Plan Framework

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## **1.0 INTRODUCTION**

### **1.1 Preamble**

- 1.1.1 WYG has been appointed by Mercer Major Partners LLP to produce a Transport Assessment (TA) report and Travel Plan Framework document to support a planning application for a mix of B1/B2/B8 employment on land at Fauld Lane Industrial Estate on Fauld Lane in Tutbury, Staffordshire.
- 1.1.2 The local planning authority for the area is East Staffordshire Borough Council (ESBC) and Staffordshire County Council (SCC) is the local highway authority.

### **1.2 Methodology**

- 1.2.1 Travel Plans are used to raise the awareness of employees and visitors about the consequences of transport choices and the benefits of choosing sustainable alternatives to the private car. The aim of a Travel Plan (TP) is to minimise the impact of travel on the environment, and to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging employees and visitors to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.
- 1.2.2 This report outlines the aims of the strategy for the site and the measures that will be introduced to ensure the aims are realised. It should be recognised that this report represents the initial approach that will be undertaken to develop the TP strategy; further stages are anticipated once the development is fully occupied and travel patterns can be analysed and travel behaviour influenced.
- 1.2.3 This document outlines the Travel Plan Framework for further employment development at the existing Fauld Lane Industrial Estate. The overall objective of the Plan is to seek to ensure that all travel is undertaken in a more environmentally conscious manner and that more sustainable modes of transport are available. This report sets out a framework of Travel Plan measures for the site in order to positively influence employee and visitor travel patterns to assist in the delivery of sustainable transport.
- 1.2.4 This report should be read in conjunction with the accompanying Transport Assessment (WYG report ref: RT103429-01).

## **2.0 EXISTING CONDITIONS**

### **2.1 Existing Site**

- 2.1.1 The Fauld Lane Industrial Estate is situated approximately 1 mile to the west of the village of Tutbury, with access to the existing estate being provided via a priority T-junction on Fauld Lane.
- 2.1.2 The existing industrial estate is a rural employment site on land that was formerly a military camp. The site has been developed for employment uses over a number of years and provides an important source of employment in the rural area.

### **2.2 Existing Highway Network**

#### **Fauld Lane**

- 2.2.1 Fauld Lane is a single carriageway county highway that provides a link between Tutbury, to the east, and the settlements of Fauld and Coton in the Clay, to the west. In the vicinity of the existing industrial estate Fauld Lane is subject to the national speed limit and does not have footways or street lighting; although it should be noted that there is street lighting at the junction with the Fauld Lane Industrial Estate.
- 2.2.2 The existing industrial estate junction with Fauld Lane is a priority T-junction with a ghost island right turn lane being provided on Fauld Lane, with coloured surfacing provided within the central hatching of the right turn lane to highlight the presence of the junction to highway users on Fauld Lane.

### **2.3 Sustainable Transport**

- 2.3.1 The existing Industrial Estate is a rural employment site and therefore existing sustainable transport links/services are limited. The site is located approximately 1 mile to the west of Tutbury and the existing footway on the south side of Fauld Lane terminates some 550m to the east of the Industrial Estate access junction. The opportunities to promote walking to/from the site are therefore limited.



## Fauld Industrial Estate, Tutbury

- 2.3.2 Fauld Lane is not identified as an advisory cycle route by SCC, although the Industrial Estate is within a 10-minute cycle time of Tutbury. It should be noted that Fauld Lane forms part of a suggested cycle route, although the certainty and timing of the implementation of the route is unclear.
- 2.3.3 The nearest bus stops to the site are located on Redhill Lane and Park Lane in Tutbury. The stop on Park Lane is served by the Midland Classic 402 bus which routes along Fauld Lane between Uttoxeter and Burton upon Trent and operates at a frequency of every two hours, Monday to Saturday. The timetable for the 402 bus service is contained in **Appendix A**.
- 2.3.4 The nearest rail station to the site is Tutbury and Hatton station less than 2 miles to the north-east of the site and within a 15-minute cycle time. The station is served by hourly train services between Derby and Crewe and there are a small number of cycle parking spaces at the station (2 on each platform).

## 3.0 DEVELOPMENT PROPOSALS

### 3.1 Introduction

3.1.1 The proposed development site has a total area of approximately 2.86ha and a total of 5 individual employment units are proposed, providing a mix of B1, B2 and B8 uses and having a total Gross Floor Area (GFA) of 12,116sq.m. A development scheme layout with a schedule of development is shown in **Appendix B**.

### 3.2 Site Access

3.2.1 Vehicular access to the site is proposed via the existing priority T-junction access with ghost island right turn lane on Fauld Lane. This access junction was designed and constructed to modern design standards in terms of its layout; and the access road itself, although not forming part of the adopted public highway, has a tarmacadam surface, kerbs on either side of the carriageway and highway drainage.

### 3.3 Parking

3.3.1 Car parking within the proposed development will be provided in accordance with the guidance contained in the ESBC supplementary planning guidance document 'Parking Standards' which sets out the following maximum parking standards for the land uses proposed:

- B1 = 1 per 30sq.m for GFA above 240sq.m
- B2 & B8 = 1 per 50sq.m for GFA between 240sq.m and 1,000sq.m, plus 1 per 80sq.m for GFA above 1,000sq.m

3.3.2 Car parking for disabled users will be provided at a minimum rate of 2 spaces per unit or 5% of the total capacity of the car parking area, whichever is the greater. Parking spaces for disabled users will also be located close to building entrances.

3.3.3 A minimum of 2 motorcycle parking spaces will be provided per unit and secure/sheltered cycle parking spaces will be provided at a minimum rate of 1 space per 300sq.m GFA to accord with ESBC guidance. The cycle parking spaces will be provided close to building entrances.

## **4.0 TRAVEL PLAN STRATEGY**

### **4.1 Introduction**

4.1.1 Mercer Major Partners LLP is responsible for the delivery of this Travel Plan. The Travel Plan will be implemented as outlined in this chapter.

### **4.2 Travel Plan Coordinator**

4.2.1 It is essential that an effective management structure is established from the outset with a single body/organisation assuming overall control and responsibility for the delivery, ongoing management and monitoring of the Travel Plan.

4.2.2 It is therefore proposed that Mercer Major Partners LLP will assume overall responsibility for the Travel Plan and will appoint a Travel Plan Coordinator (TPC). It is standard practice for the developer to fund the TPC position for a period of 5 years following first occupation. It is therefore proposed that the Travel Plan Coordinator position will be funded for a period of not less than 5 years from first occupation of the site.

4.2.3 The Travel Plan Coordinator will be responsible for setting up and managing the site Travel Plan and for the ongoing maintenance and management of the plan.

4.2.4 The Travel Plan Coordinator's duties will include:

- Provision of Travel Information to all new staff;
- Liaising with SCC for appropriate input from a range of agencies including public transport operators;
- Keeping all public transport and database records up to date;
- Preparing and maintaining publicity for the plan; and
- Providing travel information packs

4.2.5 In addition to the above, the TPC will be integral to the process of reviewing the effectiveness of the Travel Plan. The TPC will liaise with future occupiers on the site to make them aware of the Travel Plan Framework.



### 4.2.6 Each future occupier will:

- Two months prior to opening, appoint a member of staff within the organisation, to act as a point of contact who will liaise with the Travel Plan Coordinator.
- Supply the name, office and telephone number of this person to SCC within two months of occupation.

## 4.3 Marketing and Consultation

4.3.1 All employees based at the site will be made aware of the existence of the Travel Plan upon commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment, and the role of individuals in achieving the objectives of the Travel Plan, will be explained in the initial interview or on the first day as part of the New Starter Induction procedure.

4.3.2 Contact details for the TPC will be advertised in the event that anyone wishes to discuss specific matters directly.

4.3.3 The following will be used as a means of disseminating information to employees and to promote events/campaigns/promotions/services/initiatives:

- **Development Web-site** – It is proposed that a web-site will be set up to promote the development and this will include information on the progress of the development (available units etc.), information on sustainable travel opportunities to the site, links to public transport and journey planner websites, and details of the TPC (*Overall Responsibility: Mercer Major Partners LLP*).
- **Employee Travel Information Packs** - will be created and made available to staff as soon as possible to publicise the Travel Plan. The pack will contain a summary of the benefits to staff of the Travel Plan, its objectives and measures, along with the provision of relevant travel information. (*Overall Responsibility: Travel Plan Coordinator*).
- **Travel Information Notice Boards** - to be placed in appropriate areas throughout the site. The TPC will be responsible for regularly updating the notice boards, whether this is directly or via the travel liaison officer within each of the future occupiers. Relevant travel information will include details of cycle user groups and car-share schemes, information on forthcoming events and activities (e.g. events promoted by SCC, or national campaigns such as the National Car Free Day, Green Transport Week, National Bike Week, and Bike2Work Days) and information on where to obtain further travel advice (e.g. site website, travel planning services etc.). (*Overall Responsibility: Travel Plan Co-ordinator*).

4.3.4 It is important to note that this list is not exhaustive or definitive. The TPC should decide what marketing measures would be best suited to each future occupier at the site.

### 4.4 Cycling

4.4.1 As part of the development, secure cycle parking will be provided and the TPC will liaise with the travel liaison officer within each of the future occupiers to encourage the future occupiers to adopt measures to encourage cycling where appropriate. The following are some of the measures that would be promoted for use throughout the site:

- The provision of a Guaranteed Ride Home service will be investigated offering employees who cycle to work a free lift home in an emergency at the discretion of the individual occupier.
- The travel liaison officers will seek to identify the level of interest in a bicycle safety training course and, if sufficient interest exists, will seek to agree a free or discounted training course for staff.
- The TPC will investigate the potential for incentives to be offered for people to cycle e.g. free fluorescent gear, discounts at cycle shops, prize draws.
- Investigate the feasibility of providing personal alarms, upon request, for people who cycle to the site.
- Investigate the Cycleshare salary sacrifice scheme and how it could benefit staff. Future occupiers could join the Government's 'Cycle to Work' Initiative which saves staff approximately 50% of the cost of new bicycles and equipment.
- The Travel Plan Co-ordinator will make employers aware of the SCC 'Wheels to Work' scheme aimed at helping people who cannot access employment because of a lack of public or private transport. The transport solutions offered by Staffordshire Wheels to Work includes moped loan, an interest free loan for a bicycle, car sharing advice, personal travel plans and travel vouchers.

### 4.5 Car Sharing

4.5.1 The Travel Plan Coordinator will encourage individual employers within the development to join the Staffordshire Share-a-Lift scheme ([www.share-a-lift.com](http://www.share-a-lift.com)). The scheme provides Staffordshire employees free access to an online database of other people searching for someone to share their journey to work with (provided that their employer is registered on the site). The TPC will promote the use of this scheme through the Staff Induction Packs.



## **4.6 Electric Vehicle Charging Points**

- 4.6.1 The provision of electric vehicle charging points for employees will be considered as part of the development phasing.

## **4.7 Personal Travel Planning**

- 4.7.1 SCC offers free travel planning advice and support to companies within Staffordshire as part of their Company Travelwise Scheme. SCC can set up staff travel surveys, cycle training, offer individual travel planning, organise events and provide articles for use in newsletters etc. The Travel Plan Co-ordinator will make individual employers aware of this and encourage all employers on the site to join the SCC Company Travelwise scheme.



## **5.0 MONITORING STRATEGY**

- 5.1.1 It is essential that the impacts of the TP and the benefits achieved are continuously monitored to identify whether individual aspects of the Travel Plan are particularly successful and whether changes need to be implemented to the Travel Plan.
- 5.1.2 A formalised program of monitoring will be established to enable indicators of the success of the Travel Plan to be recorded at regular intervals and it is proposed that annual travel surveys of each individual employment unit will be undertaken.
- 5.1.3 The site TPC will take the information from the individual occupier staff travel surveys and produce a Travel Plan monitoring report for submission to SCC. The first report will be provided to SCC within 6 months of initial occupation of the site and monitoring of individual units will continue for a period of not less than 5 years from occupation of a unit. The monitoring reports will assess the success of the Travel Plan and identify the potential for further initiatives.

## 6.0 ACTION PLAN

6.1.1 The proposed Action Plan for the TP detailing the responsibilities and timescales for the implementation of the various measures proposed is set out in **Table 1** below.

**Table 1 – Proposed Action Plan**

Task	Responsibility	Timescale
Appointment of TPC	Mercer Major LLP	2 months prior to first occupation
Set up development website	Mercer Major LLP	Prior to first occupation of site
Provision of on-site sustainable transport infrastructure (cycle parking, footways)	Mercer Major LLP	Ongoing throughout construction period
Travel Information Notice Boards	Mercer Major LLP	Upon first occupation of each individual unit
Issue Employee Travel Packs	TPC	Upon first occupation of each unit
Baseline Travel Survey	Individual occupiers	Within 6 months of occupation
Interim and Final Monitoring	TPC	Annually



## **7.0 APPENDICES**

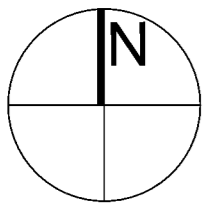
### **APPENDIX A: BUS TIMETABLES**





**APPENDIX B: ILLUSTRATIVE DEVELOPMENT LAYOUT**





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NOTES



F	public footpath location indicated	23/04/18	PDR
E	scheme layout updated	20/04/18	PDR
D	development site amended to suit LPA development zone boundary	23/01/17	PDR
C	unit B labelled as 1.4 store	05/01/17	PDR
B	unit F & G labelled as 1.4 store	05/01/17	PDR
A	layout updated to client comments	03/01/17	PDR
	REVISION	DATE	BY

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CLIENT  
**Mercer Major Partners LLP**

PROJECT  
**Proposed Industrial Development  
Fauld Industrial Estate  
Fauld Lane  
Tutbury**

TITLE  
**Development Scheme Layout**

SCALE  
@A1 1:500 DATE 14/12/16

DRAWN PDR CHECKED

DRAWING NO. **2968 / 02** STATUS REVISION **F**

**SCHEDULE OF DEVELOPMENT**

Unit	Use class	Ground Floor Area	First Floor Area	Parking
A	B1	836 sq m (9,000 sq ft)	836 sq m (9,000 sq ft)	36
B	B1, B2 & B8	1022 sq m (11,000 sq ft)		32
C	B1, B2 & B8	1486 sq m (16,000 sq ft)		37
D	B1, B2 & B8	2936 sq m (31,600 sq ft)		61
E	B8 (1.4 store)	5000 sq m (53,800 sq ft)		51

Site Area: 2.86Ha (7.08 Acres)

