

A PRESENTATION TO
MERCIA PARK CLG:

Sustainable Transport

20 JULY 2021



Agenda

Purpose: Update Group on Sustainable Access Measures

■ Planning requirements

■ Approaches to the travel plan / co-ordinator

■ SATS strategy

■ Managing unforeseen impacts

■ Programme & next steps



Context – Our Proposition

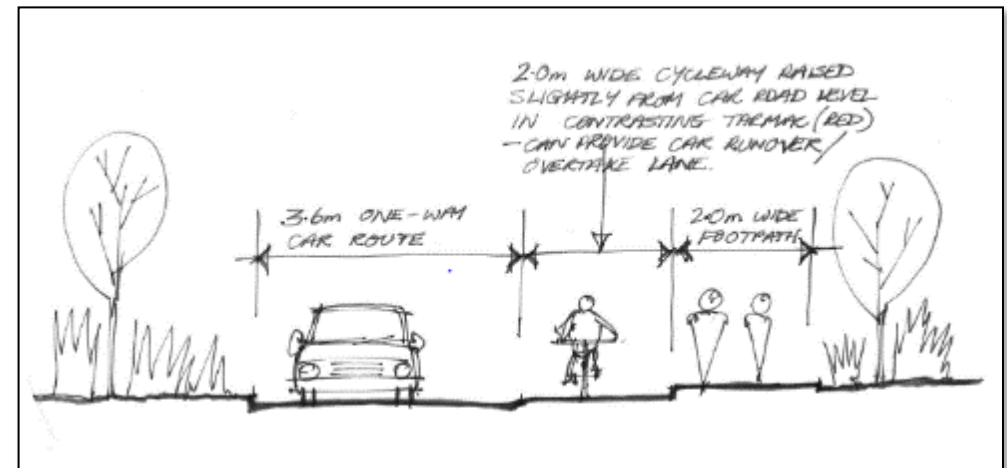
Accessing the site:

Holistic approach to sustainable travel:

- Travel planning
- Site specific public transport linked to shift patterns and routes to and from major towns.
- New and improved infrastructure for pedestrians and cyclists (on-site and off-site)
- Introduce robust car sharing scheme to reduce single occupancy car use

Operators likely to operate shift patterns – meaning reduced peak hour traffic movements compared to assessed scenarios

Majority of HGV traffic will enter and exit the outside of peak hours to avoid congestion



Conditions

#6 Framework Travel Plan

The development shall be carried out and thereafter be occupied in accordance with the submitted Framework Travel Plan, Revision B (SJT/DN/JLA 18217-14b - 17 April 2019), or in accordance with any amended Framework Travel Plan first submitted to and agreed in writing by the Local Planning Authority.

22 Sustainable Access & Transport Strategy

Requires submission of confirmed bus services (serving up to four off peak shift changes and office hours prior to occupation)

23 Bus Service Programme

Phasing: bus to start prior to 25% occupancy and to run until 5 years from 50% occupancy

#24 Travel Plan

Individual travel plans (DSV / JLR) and cross references SATS

Condition 22 SATS

- *No part of the development hereby permitted shall be occupied until such time as a Sustainable Access and Transport Strategy (SATS) in respect of the provision of bus services to the development site (and including the use of area-wide initiatives, if applicable) has been submitted to and agreed in writing by the Local Planning Authority.*
- *The SATS shall include a timetable for its implementation and operation in relation to the delivery of each phase of the development, together with a strategy for periodic review and amendment, and shall provide a minimum level and type of service as detailed in paragraph 6.2.10 of the Framework Travel Plan (FTP) prepared by David Tucker Associates, (SJT/DN/JLA 18217-14b - 17 April 2019).*
- *The bus services associated with the approved SATS shall be scheduled to coincide with up to 4 off peak shift changes at the proposed development, seven days a week (including Bank Holidays) and the two office peak hours Monday to Friday (inbound services during 07.30 to 9.00 and outbound services during 16.30 to 18.00).*
- *The submitted SATS shall provide for new bus stop infrastructure within the application site and shall include: Bus stops; Bus shelters; Facilitation of Real Time Information; Raised kerbs; Lighting; and Timetable information.*

Condition 23 Bus Service Programme

The bus services serving the proposed development set out within the SATS agreed by the Local Planning Authority pursuant to Condition 22 above shall be phased in accordance with a programme first submitted to and agreed in writing by the Local Planning Authority.

The programme shall include the commencement of the first services to coincide with occupation of 25% of the first phase of the development, and shall continue until a minimum of five years following occupation of 50% of the total development, or in accordance with any alternative programme first submitted to and agreed in writing by the Local Planning Authority.



Condition 24 Travel Plan

No individual unit within the development shall be occupied at any time unless in accordance with a detailed Travel Plan for the relevant unit (including details of actions and measures, with quantifiable outputs and outcome targets), and in accordance with paragraph 6.2.10 of the Framework Travel Plan prepared by David Tucker Associates (SJT/DN/JLA 18217-14b - 17 April 2019) first submitted to and agreed in writing by the Local Planning Authority, or in accordance with any amended detailed Travel Plan for that building first submitted to and agreed in writing by the Local Planning Authority.



Section 106 – Planning Obligations

Travel Plan Monitoring Contribution (£11,337.50) – Paid

Travel Plan Co-ordinator

DTA instructed to progress

Travel Pack

Document/website setting out travel options being drafted

Shared with DSV and Operators – will include application form for free bus travel if applicable.

Bus Pass/Free Travel

Offer free travel for 6 months for up to 15% of staff.

Provide free bus service to/from Mercia Park for employees for a period of not less than six months from first occupation of individual unit up to 15% of permanent workforce (as of the total workforce when fully occupied but not necessarily accounting for seasonal peak-times) employed within that individual unit



Progress on Bus Strategy



Existing routes (Green)

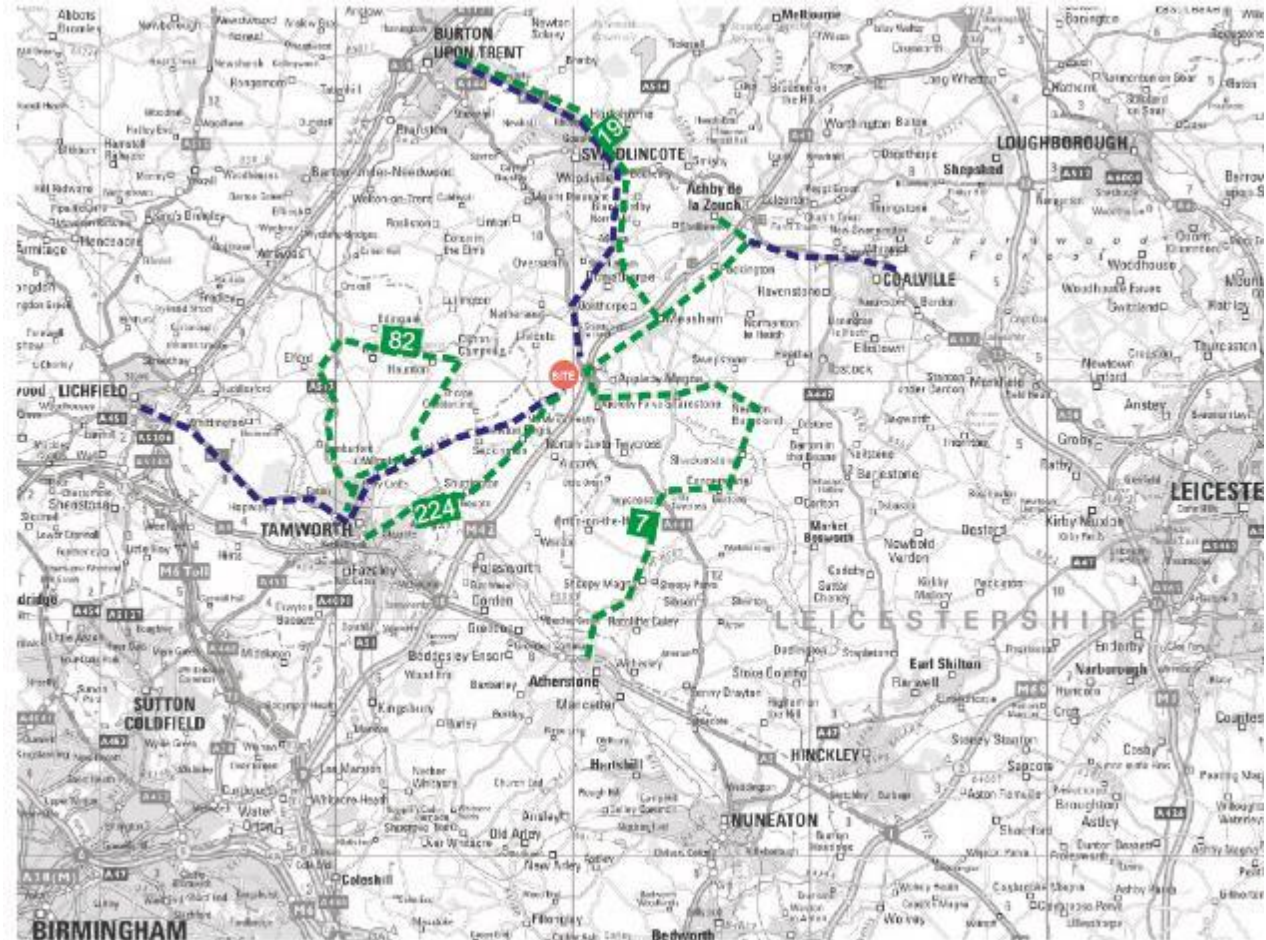


Proposed Additions



How to connect existing settlements to potential employee based bus offer:

- Commercial tender
- Direct employee service
- Demand responsive



Progress with SATS

Travel Plan Co-ordinator role/s and co-ordination

JLR due to occupy Q3 2022 – detailed staff patterns awaited

DSV due to occupy Q3 2021 – draft travel plan with council for review,
Liaison with DSV HR department and setting up bespoke car share scheme

Public Transport Strategy is phased:

- Full development will provide at least two services (Tamworth & Measham / Coalville corridor)
- Phase 1 for 12 months to cover DSV start up and then role out to further phases
- Reviewed at end of Q1 2022 and reflect changes in DSV trips
- Phase 2 introduce further services



The DSV logo is displayed in a large, bold, dark blue font.

Local Transport Improvement Fund

Process for reporting and reviewing

- TPC identified prior to first occupation
- TPC will “control” fund and review costs of assessment / implementation of any works
- Any local concerns raised either via Liaison Group or direct to TPC
- TPC will liaise with operator in first instance and review options for training of drivers etc.
- TPC will then liaise with local highways authority to discuss issue and revert back with a view on mitigation (if appropriate), confirming process for implementation



Local Transport Improvement Fund

Issues and potential measures highlighted in Travel Plan:

Increased HGV traffic through Austrey:

Introduce environmental 7.5T weight limit between A444 and B5493 to ensure only HGVs accessing the village are permitted to use the route

Increased traffic through Chilcote village:

Implement traffic management measures on approaches to village to discourage use of the route

Increased speeding through No Man's Heath:

Install new vehicle activated signs and gateway features



Questions, discussion & next steps

