Land Northeast of M42 Junction 10, North Warwickshire

Public Transport Strategy

Project Number: 784-B033920

Hodgetts Estates

October 2022

tetratecheurope.com

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Appendices

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1 INTRODUCTION

1.1 Tetra Tech (TT) have been appointed by Hodgetts Estates to produce this public transport strategy in support of their outline planning application for a proposed development of upto 100,000sqm of mixed employment uses and 150 space overnight lorry park (including an associated 400sqm amenity block) on land to the northeast of M42 Junction 10.

1.2 This report will appraise the current public transport provision, identify where improvements to the existing provision is required or where new public transport services are required, and then outline a public transport proposal for land to the northeast of M42 Junction 10.

1.3 The public transport strategy follows discussions with officers at WCC and with Stagecoach.

1.4 This report has been prepared solely in connection with the land to the northeast of M42 Junction 10 site. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2 PROPOSED DEVELOPMENT

2.1 The application site is located to the north of the A5 Watling Street and northeast of M42 Junction 10 shown at Figure 1 at Appendix A.

2.2 The development proposal includes up to 100,000sqm of mixed employment uses and a 150 spaces overnight lorry park (including an associated 400sqm amenity block) as illustrated at the indicative masterplan at Chetwoods Drawing Number 00078 Rev P10 at Appendix B. Planning is sought in outline with all matters other than 'Access' reserved for consideration in due course. As such, this layout in only indicative at this stage.

2.3 The application site is to be accessed via a new signalised junction arrangement off the A5 Watling Street which is approximately 300m east of the M42 Junction 10.

2.4 The indicative layout shows the access road serving two large units on Plot A1 and 5 smaller units at its north end on Plot A2. The southern unit, as shown, is approximately 30,650sqm and is served by a priority access junction which is located approximately 200m north of the site access junction from the A5. The large northern unit, as shown, is approximately 59,000sqm and is served by two vehicular accesses at the southern and northern extents of the building. The ultimate layout of the development would be confirmed through reserved matters planning applications. It is intended that the site access road would be built to adoptable standards.

2.5 The proposals include a large lorry park which comprises 150 lorry spaces and has a separate access in and out of the car park. A small ancillary office is proposed to the south of the lorry park.

3 LOCAL POLICY

3.1 Warwickshire County Council and North Warwickshire Borough Council have a range of policy and guidance criteria for public transport at new development sites, which is outlined below.

Warwickshire Local Transport Plan 2011 – 2026 (Adopted April 2011)

3.2 The Warwickshire Local Transport Plan includes Policy PTB4: New Developments which is set out below:

"The County Council will encourage measures to enable good accessibility by bus services to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy."

3.3 The document sets out the following challenge for transport and the Warwickshire economy which relates to public transport: *"Improve the connectivity by public transport to enable business journeys to take place and to maximise accessibility of labour markets to jobs."*

3.4 The Warwickshire Local Transport Plan also specifies that all occupiers within a new development should be no further than 400 metres away from the nearest bus stop, in line with policy stated in respect to connectivity between ne development and local bus services.

3.5 The Local Transport Plan sets out the County Council's policies in respect of delivering the LTP which includes Policy LUT3 Sustainable Developments which is set out below:

"The County Council will promote sustainable development and seek developer contributions, where appropriate, to provide for public transport, community transport, pedestrian and cycling facilities, traffic management measures and travel packs to serve new developments."

North Warwickshire Borough Council Local Plan (Adopted September 2022)

3.6 The North Warwickshire Borough Council Local Plan includes Policy LP23 Transport Assessments and Travel Plans which states the following:

"Widening opportunities to access new developments for all sections of the community will need also to be addressed through the provision and enhancement of public transport services and facilities together with walking and cycling facilities."

4 ACCESSIBILITY

Bus

4.1 Institute of Highways & Transport's (IHT) Planning for Public Transport in Developments (March 1999) states, "the maximum walking distance to a bus stop should not exceed 400m", however it also makes it clear that these walking distances are not fixed, stating "these distances are quoted for guidance, and should not be followed slavishly.....it is important to provide services that are easy for passengers to understand and attractive to use rather than to achieve slavish adherence to some arbitrary criteria for walking distance", and "bus stops should, ideally, be located to minimise walking distances, yet maximise the potential catchment areas".

4.2 The WCC Local Transport Plan is discussed in Chapter 3.0 above and specifies that new development should be within 400 metres walking distance of a bus stop.

4.3 TT have analysed distances for those trips where walking was the 1st stage mode of travel and bus was the 2nd stage mode of travel. The NTS data from 2010 to 2012 was used to calculate the average and 85th percentile walking distances to a bus stop. The analysis, published in Logistics and Transport Focus March 2018, showed, outside of London, the average distance people walk to a bus stop is 580m and it can be concluded at 580m there is a good prospect people would walk to a bus stop.

4.4 Notwithstanding the above, the bus proposals for the application site would be able to provide a walk to a bus stop of 400m or less, across the entire site.

4.5 The report on walking distances to bus produced by Tetra Tech can be viewed in Appendix C.

5 EXISTING PUBLIC TRANSPORT PROVISION

Bus Services

5.1 The nearest bus stop to the M42 junction 10 site is located on the A5 Watling Street and is an approximate 650m walk from centre of the application site. The bus stop has a lay-by but no flag/ pole arrangement, seating, timetable information or segregated pavement for pedestrians using the pavement on the A5. The stop provides eastbound services but there is not a corresponding stop for westbound services on the south side of the A5 Watling Street. Table 5.1 below lists the services which call at the A5 Watling Street eastbound bus stop.

Table 5.1: Bus Routes – A5 Watling Street

Route No.	Route Description	Monday to Friday		Saturday Daytime	Sunday
		Daytime	Evening		
Stagecoach 766/ 767	**Tamworth to Nuneaton** Via Birch Coppice, Dordon, Baddesley Ensor, Grendon, Atherstone, Mancetter, Hartshill	Every 1-2 hours	No Service	Every 1-2 hours	Every 1-2 hours

5.2 The 766/ 767 provide direct journey opportunities to a range of large residential areas, where employees may live including Tamworth, Atherstone and Nuneaton.

5.3 There are a pair of bus stops served by the 766 and 767 services at Birch Coppice Business Park, which are approximately 1,300m from the centre of the application site. These stops can be reached by footway along the northside of Watling Street, the controlled pedestrian crossing facility on the A5 and footway through the business park.

5.4 There are two bus stops on Birchmoor Road to the north of the application site which can be reached within an approximate 800m walk from the centre of the proposed development. The stops can be reached via a proposed footway connection to Cockspur Street / Public Bridleway AE45 and then continuous footway on Cockspur Street and Birchmoor Road. The eastbound stop provides a flag/ pole arrangement and the westbound stop provides a flag/ pole arrangement and timetable information. Table 5.2 below lists the services which call at the Birchmoor Road stops.

Table 5.2: Bus Routes – Birchmoor Road

Route No.	Route Description	Monday to Friday		Saturday Daytime	Sunday
		Daytime	Evening		
Arriva 785/ 786	**Tamworth to Austrey** Via Arrington, Shuttington, Newton Regis, Wartyon, Polesworth	5 morning services then every 2 hours approx	No Service	5 morning services then every 2 hours approx	7 services

5.5 The 785/ 786 services provide direct journey opportunities to Tamworth and other residential areas where employees may live, including Polesworth and Shuttington.

5.6 The location of surrounding bus stops is shown at Figure 2 at Appendix A.

Rail Services

5.7 The nearest rail station to the application site is Polesworth rail station which is approximately 3km to the north. The rail station provides interchange opportunities with the Arriva 785/ 786 bus services. Wilnecote rail station is approximately 3.5km to the west of the application site.

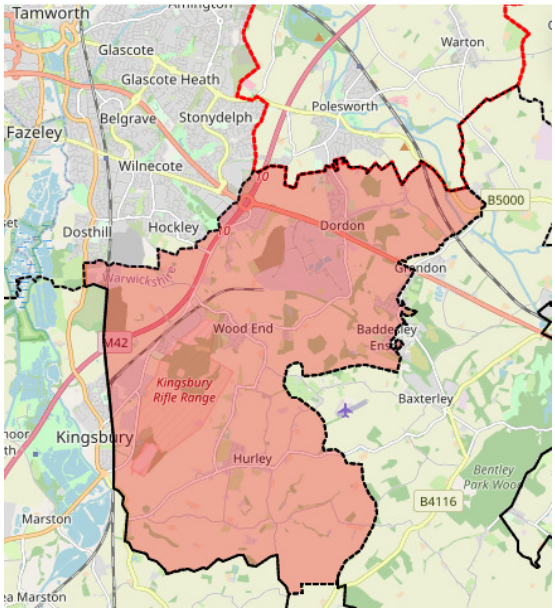
Summary

5.8 The 766 and 767 bus services provide connections to large surrounding residential areas where employees may live including Tamworth and Nuneaton and there are Arriva bus services available to other surrounding residential areas. The bus stops surrounding the application site are not within an easy accessible walk of the whole of the site and improvements to existing bus service provision are therefore proposed.

6 PUBLIC TRANSPORT DESTINATION ESTIMATES

6.1 The levels of mode share that can be expected to be achieved at the M42 Junction 10 employment site can be estimated using Census data from the Middle Super Output areas (MSOAs) in which it lies; namely MSOA E02006469. The location of MSOA North Warwickshire E02006469 is presented below.

Location of MSOAs E02006469



6.2 The mode share for journey to work trips the MSOA is presented in Table 6.1 below:

Table 6.1 Mode Share for Journey to Work Trips – MSOA E02006469

Mode	MSOA E02006469 Trips	Mode Share Percentages
Train	10	0.2%
Bus	101	1.1%
Taxi	41	0.7%
Motorcycle	73	1.3%
Car/Van driver	4324	77.7%
Passenger	585	10.5%
Bicycle	147	2.6%
Pedestrian	260	4.7%

6.3 The MSOA does not include a passenger railway station and therefore generates a small number of rail trips. The MSOA does not include large destinations with high frequency bus routes and the generation of bus trips is low.

Assignment

6.4 The assignment for public transport users has been initially estimated from journey to work by car information for North Warwickshire E02006469 Middle Super Output Area (MSOA).

6.5 It is acknowledged that the distribution is based on car trips and that the characteristics of bus travel are different to car travel as car offers greater convenience and flexibility to reach a wider range of destinations. It does, however, ensure that possible public transport trips are not constrained by the existing bus routes. The majority of people working within the MSOA travel to work by car and therefore the assignment shows where the majority of people in the MSOA live which is helpful in building a picture of where people want to travel from. The Census data shows the 5 most popular residential areas where employees are drawn from who travel by car, which are as follows:

i. Dordon/ Wood End - 9%

ii. Polesworth – 6%

iii. Belgrave/ Wilnecote/ Hockley (East Tamworth) - 4%

iv. Stoneydelph (East Tamworth) – 4%

v. Atherstone – 3%

6.6 The car travel data for the MSOA in which the application site lies, shows that the majority of employees in the MSOA are drawn from Dordon and Wood End, which is the MSOA in which the site lies, with Dordon being the larger of the two settlements. The Stagecoach 766/ 767 service calls at Dordon and also serves Belgrave, Wilnecote, Stoneydelph and Atherstone, which draw employees to employment areas within MSOA E02006469. The Arriva 785/ 786 service also provides a connection to Polesworth.

6.7 The Census data also shows the 5 most popular residential areas where employees are drawn from who travel by bus, which are as follows:

i. Dordon/ Wood End - 8%

ii. Atherstone – 6%

iii. Bolehall – 5%

iv. Glascote Heath (East Tamworth) – 4%

v. Birmingham (Central) – 4%

6.8 The bus travel data for North Warwickshire E02006469 shows that the majority of employees in the MSOA are again drawn from Dordon and Wood End. The Stagecoach 766/ 767 service calls at Dordon and also serves Atherstone and Glascote Heath which draw employees to employment areas within MSOA E02006469.

Summary

6.9 The data available for the ward in which the application site is located, shows that the majority of people working within the ward travel from Dordon and Wood End (both within the ward itself) for travel by both car and by bus. The data shows that the Stagecoach 766/ 767 service calls at a number of destinations on its route which draw employees who work within in the MSOA.

7 M42 JUNCTION 10 EMPLOYMENT SITE BUS PROPOSALS

7.1 Chapter 5 demonstrates that the current public transport provision is restricted for the M42 Junction 10 site in terms of the walking distances to existing bus stops. Improvements are therefore proposed to make the site more sustainable.

7.2 The public transport strategy for the site is to be predicated on the extension of the Stagecoach 766/ 767 services into the proposed development. Figure 3 at Appendix A shows the proposed route of the service extension.

7.3 The 766/ 767 bus service will continue to run on its existing frequency and provides a connection between large surrounding residential areas and the proposed employment site. The journey time to Tamworth town centre would be approximately 18 minutes, the journey time to Atherstone would be approximately 25 minutes and the journey time to Nuneaton town centre would be approximately 45 minutes.

7.4 As described above in Chapter 6.0, the 766/ 767 bus service provides connections to a number of residential areas which draw employees by both car and bus to the ward in which the application site lies. These areas include Tamworth, Dordon and Atherstone.

7.5 The 766/ 767 service provides a direct bus connection into Birch Coppice Business Park on its route along the A5 and would undertake a similar arrangement at the proposed development.

7.6 TT Drawing Number 00001 Rev P01 at Appendix B shows a possible arrangement for the bus turning area within the application site, indicatively located approximately 200m from the A5/ Site Access junction. The bus turning area is deliberately located close to the site access junction to reduce the length of the diversion and thereby reduce the impact on existing passengers. The length of the diversion from the site access junction and out onto the A5 is approximately 400m. The site access junction layout has been designed to include a designated left-turn and right-turn lane in and designated left-turn lane out with the predicted delay at the junction to be around 10 seconds in and 30 seconds out.

7.7 The drawing includes the requisite signage and road markings at the access and exit from the bus turning area. The possible arrangement includes an area of hard-standing at the south of the layout for a bus shelter where passengers will be able to board and alight. Footway is provided which connects to footway along the access road. The drawing also demonstrates that an 11.9m bus is able to turn around in the bus turning area and straighten up to the pick-up/ drop-off area before egressing. Stagecoach have confirmed that an 11.9m long bus is the correct

specification of vehicle used on the 766/ 767 service. Its access and egress can be performed without the bus using the opposing carriageway. The second track also shows that an articulated lorry could access and egress the warehouse service yard without conflicting with the bus. It should be noted that the location of the access points into the warehouses is indicative at this stage but nevertheless, it is demonstrated there would be not conflict assuming a worst case scenario (i.e., the access to the warehouse service yard is opposite the bus turning area).

7.8 The whole of the application site is within a 400m walk of the proposed bus stop at the bus turning area, which accords with local policy requirements for new developments.

7.9 WCC's Transport Operations team have requested that pump priming is provided for a 5 year period to subside the Stagecoach 766/ 767 service. The developer and Stagecoach have agreed an annual contribution over a 5 year period.

7.10 WCC's Transport Operations team have also requested that a shelter and associated equipment be provided at the proposed bus turning area. The developer is committed to the provision of quality bus infrastructure at the application site.

7.11 Pedestrian connections are to be provided to the north of the application site to connect to Cockspur Street which facilitates pedestrian movement to the bus stops on Birchmoor Road. This allows employees who may live at Polesworth and Shuttington to access the proposed development by public transport.

7.12 WCC have confirmed their support of the public transport strategy for the proposed development. Correspondence from WCC can be viewed at Appendix D.

7.13 A letter of support from Stagecoach for the proposed service extension is attached at Appendix D. Stagecoach have stated in the letter that *"The funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions."*

8 CONCLUSION

8.1 Tetra Tech have been engaged by Hodgetts Estates to produce this public transport strategy to support a planning application for a proposed development of upto 100,000sqm of mixed employment uses and 150 space overnight lorry park (including an associated 400sqm amenity block) on land to the northeast of M42 Junction 10.

8.2 The Stagecoach 766 and 767 bus services provide connections to large surrounding residential areas where employees may live including Tamworth, Dordon, Atherstone and Nuneaton and there are Arriva bus services available to other surrounding residential areas, including Polesworth. The bus stops surrounding the application site are not within easy accessible walking distance of the whole of the site and improvements to existing bus service provision are therefore proposed.

8.3 Tetra Tech have interrogated Nomis Census 2011 data for journeys to work by bus to predict where employees will be drawn from at the proposed development. The data available for the ward in which the application site is located, shows that the majority of people working within the ward travel from Dordon and Wood End (both within the ward itself) for travel by both car and by bus. The data shows that the Stagecoach 766/ 767 service calls at a number of destinations on its route which draw employees who work within in the MSOA.

8.4 The public transport strategy for the site is to be predicated on the extension of the Stagecoach 766/ 767 services into the proposed development. The 766/ 767 bus service provides connections to a number of residential areas which draw employees by both car and bus to the ward in which the application site lies. These areas include Tamworth, Dordon and Atherstone.

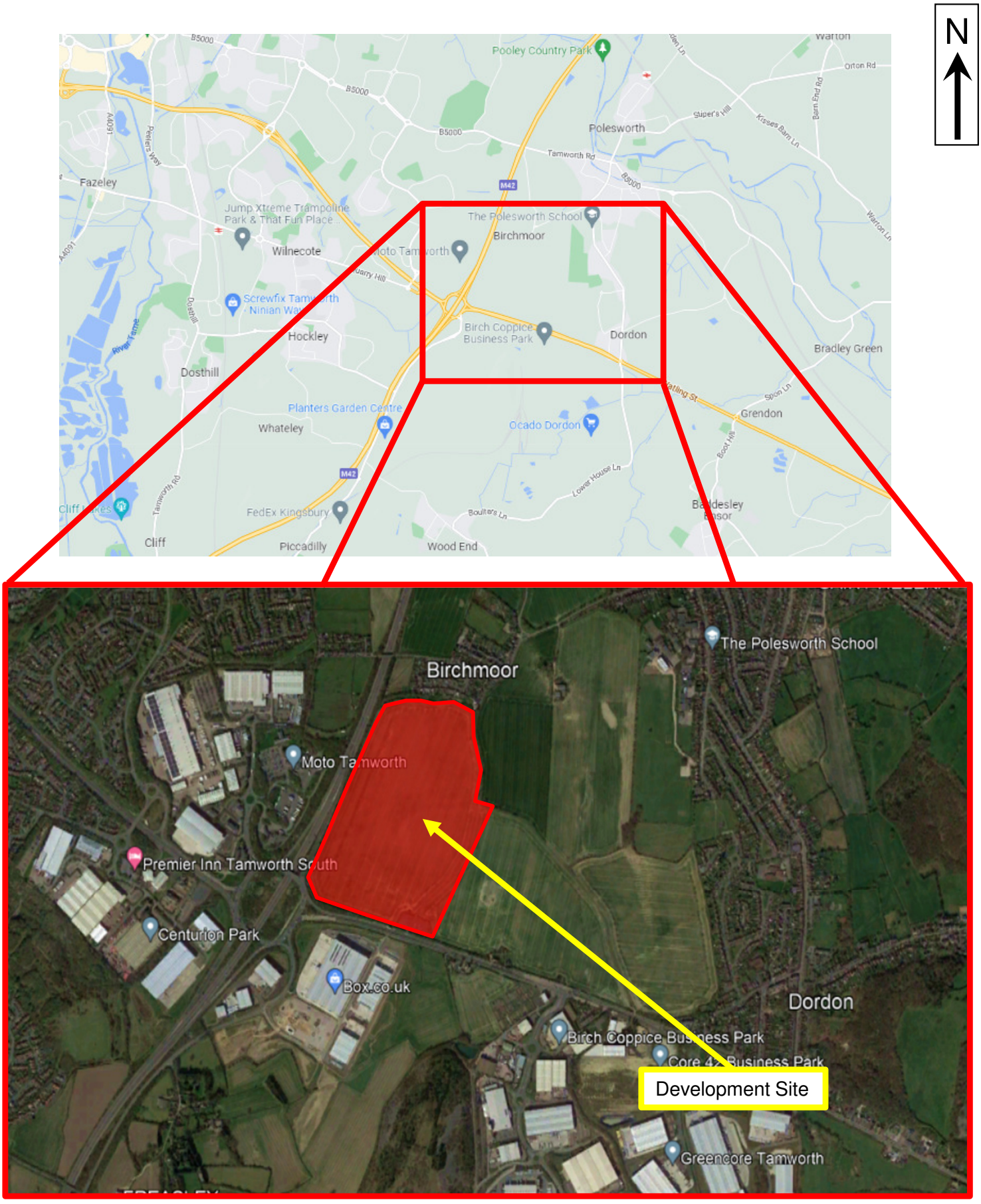
8.5 A bus turning area is proposed within the M42 employment site, which would be located approximately 200m from the A5/ Site Access junction. The proposed bus turning area would be deliberately located close to the site access junction to reduce the length of the diversion and thereby reduce the impact on existing passengers. The length of the diversion from the site access junction and out onto the A5 would be approximately 400m.

8.6 The whole of the application site would be within a 400m walk of the proposed bus stop at the bus turning area, which accords with local policy requirements for new developments.

8.7 The bus extension and proposed bus turning area has been agreed in principle with Warwickshire County Council's Transport Operations team and with Stagecoach.

8.8 The proposals for the site at M42 Junction 10 comply with local and national standards and, if approved, would provide attractive sustainable public transport travel options for employees travelling to and from the site.

APPENDIX A - FIGURES

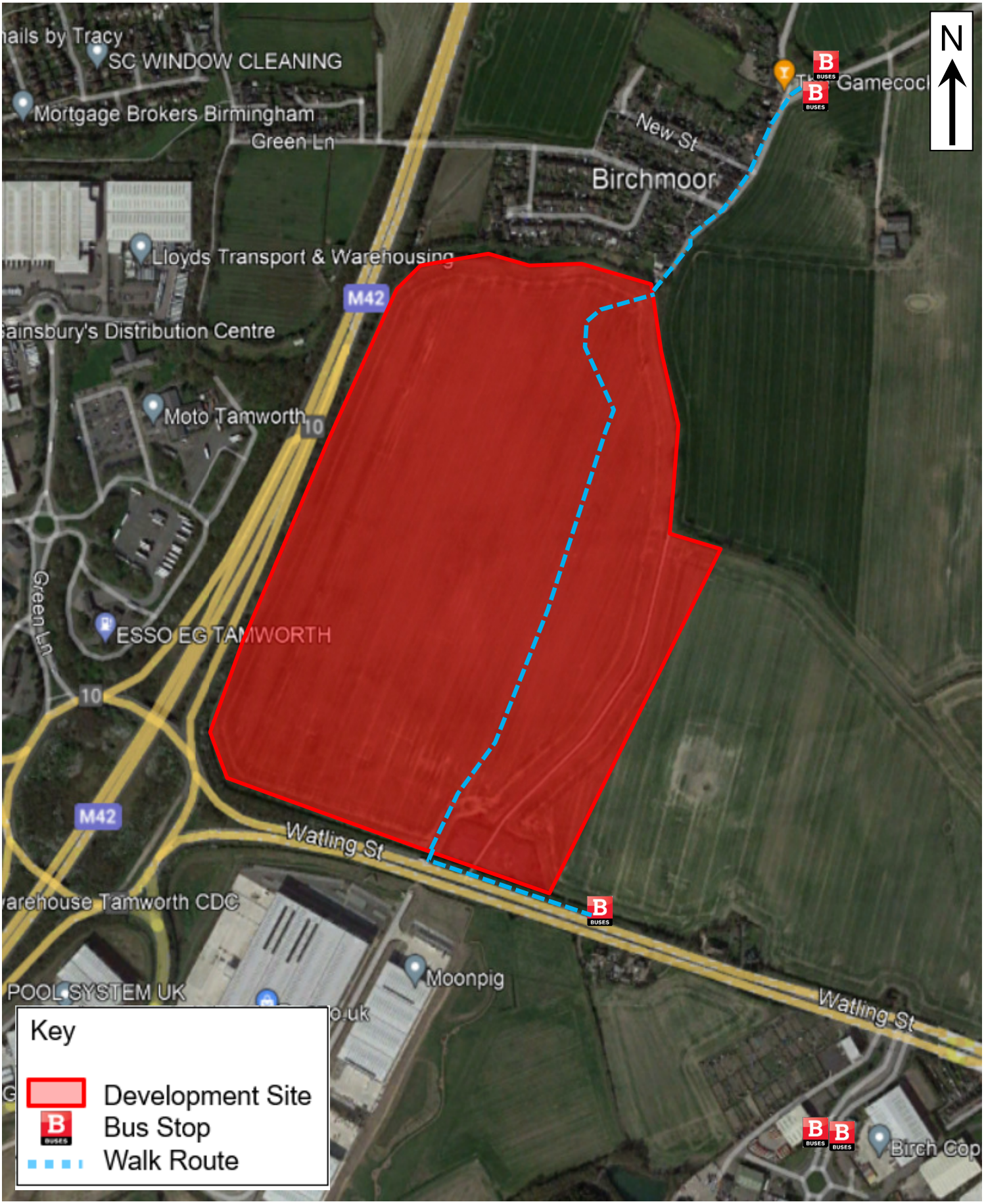


M42 Junction 10, Tamworth

Site Location Plan

Figure 1

TETRA TECH

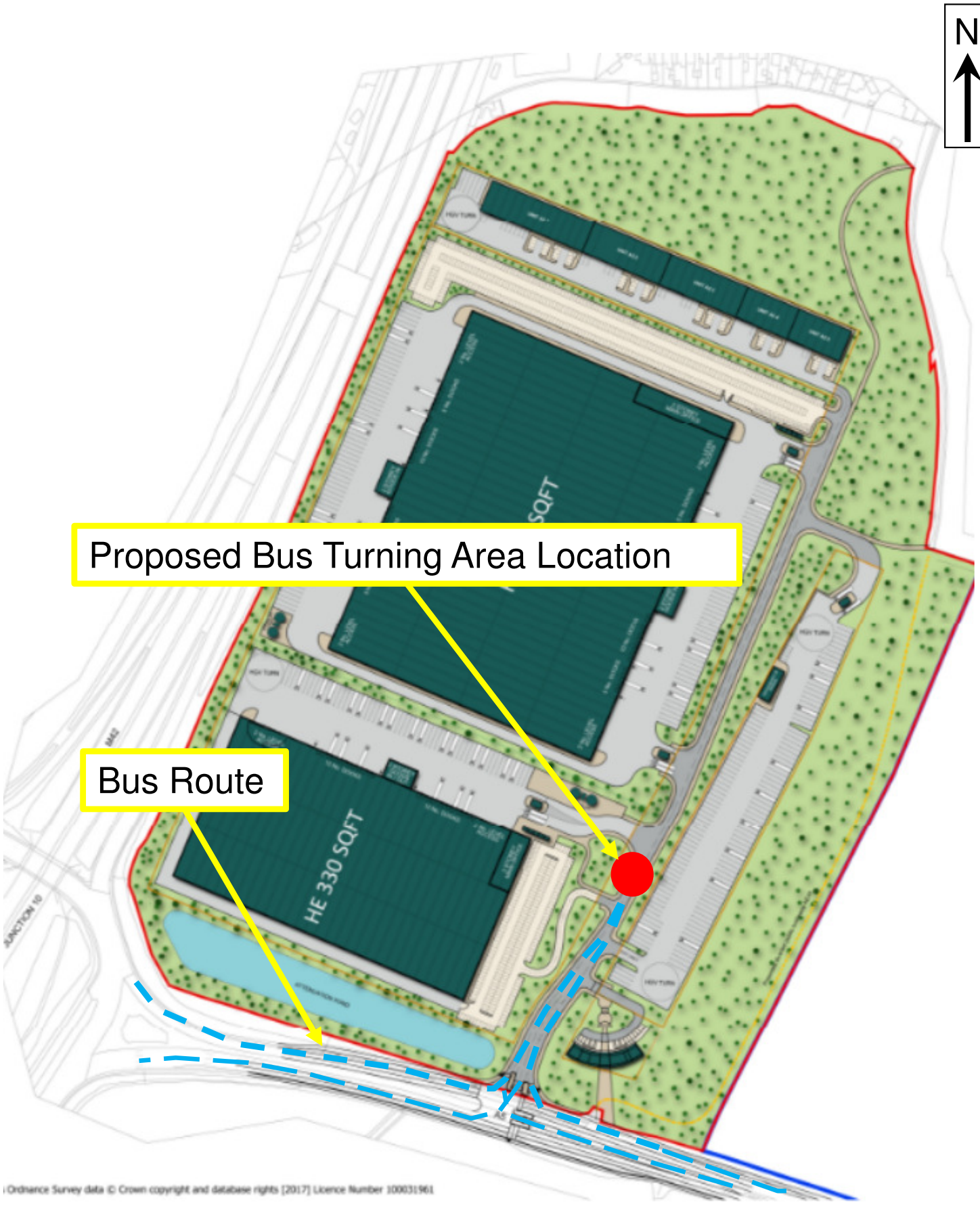


M42 Junction 10, Tamworth

Local Bus Stops

Figure 2

TETRA TECH



M42 Junction 10, Tamworth

Stagecoach 766/ 767 Extension Route

Figure 3

TETRA TECH

APPENDIX B - DRAWINGS

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SCHEDULE OF ACCOMMODATION PLOT A1

Unit HE 635		sq m	sq ft
Warehouse	:	55,560	598,048
Offices (2 Floors)	:	2,130	22,927
2 Goods in (2 Floors)	:	1,308	14,079
Gatehouse	:	20	215
TOTAL (GIA)	:	59,018	635,269
HGV Parking	:	142 (Excl. Loading)	
Car Parking	:	389 (Incl. 12 Accesible)	
Haunch Height	:	18 m	
Dock Wall Height	:	1.2m	
Dock Levellers	:	60	
Level Access	:	8	
DEMISE AREA	:	10.65 Ha /26.32acres	
SITE DENSITY	:	55.42%	

Unit HE 330		sq m	sq ft
Warehouse	:	28,770	309,677
Offices (2 Floors)	:	1,240	13,347
Goods in (2 Floors)	:	600	6,458
Gatehouse	:	20	215
TOTAL (GIA)	:	30,630	329,697
HGV Parking	:	56 (Excl. Loading)	
Car Parking	:	210 (Incl. 6 Accesible)	
Haunch Height	:	18 m	
Dock Wall Height	:	1.2m	
Dock Levellers	:	24	
Level Access	:	4	
DEMISE AREA	:	6.068 Ha /14.994 acres	
SITE DENSITY	:	50.48%	

PLOT B1 OVERNIGHT HGV PARKING

		sqm	sqft
Administration Building	:	182	1,959
Gatehouse	:	20	215
TOTAL (GIA)	:	202	2,174
HGV Parking	:	83	
Rigid HGV Parking	:	57	
Car Parking	:	5	
DEMISE AREA	:	1.839 Ha / 4.544 acres	
SITE DENSITY	:	1.10%	

PLOT B2 OVERNIGHT HGV PARKING

		sqm	sqft
Hu Office/ Community Centre	:	470	5,059
TOTAL (GIA)	:	470	5,059
Car Parking	:	13 (Incl. 4 Accessible)	
DEMISE AREA	:	0.271 Ha/ 0.669 Acres	
SITE DENSITY	:	17%	

SCHEDULE OF ACCOMMODATION PLOT A2

UNIT A2.1		sq m	sq ft
Warehouse	:	1,863	20,053
TOTAL (GIA)	:	1,863	20,053
Car Parking	:	24 (Incl. 2 Accesible)	
Van Parking	:	8	
Haunch Height	:	TBC m	
Level Access	:	2	

UNIT A2.2		sq m	sq ft
Warehouse	:	1,397	15,039
TOTAL (GIA)	:	1,397	15,039
Car Parking	:	12 (Incl. 2 Accesible)	
Van Parking	:	4	
Haunch Height	:	TBC m	
Level Access	:	2	

UNIT A2.3		sq m	sq ft
Warehouse	:	1,397	15,039
TOTAL (GIA)	:	1,397	15,039
Car Parking	:	12 (Incl. 2 Accesible)	
Van Parking	:	4	
Haunch Height	:	TBC m	
Level Access	:	2	

UNIT A2.4		sq m	sq ft
Warehouse	:	931.5	10,026
TOTAL (GIA)	:	931.5	10,026
Car Parking	:	6 (Incl. 1 Accesible)	
Van Parking	:	1	
Haunch Height	:	TBC m	
Level Access	:	2	

UNIT A2.5		sq m	sq ft
Warehouse	:	931.5	10,026
TOTAL (GIA)	:	931.5	10,026
Car Parking	:	6 (Incl. 1 Accesible)	
Van Parking	:	1	
Haunch Height	:	TBC m	
Level Access	:	2	
DEMISE AREA	:	1.66 Ha /4.10 acres	
SITE DENSITY	:	39.28%	
HGV Parking Shared	:	6	

SITE AREA PLOT A1 AND A2		
(ORANGE LINE)	:	18.38 Ha /45.41acres
SITE DENSITY	:	52.32%

NOTES:

Please note Title Plans have been scaled using Ordinace Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.
Any dimensions given are to be confirmed with site measure.

Subject to Surveys, constraints & planning.

Red Line indicative only.

Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.

Subject to statutory approvals and survey.

Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.

The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

Please note Title Plans have been scaled using Ordinace Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

North

NB.
- **SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.**
- **LAYOUT TO BE TRACKED.**
- **RED LINE INDICATIVE ONLY.**

Development Site Boundary (79.97 acres / 32.36 Ha)

Parameter Boundary

Unit Demise Boundary

Public bridleway (to be diverted where necessary)

Rev	Revision Description	Date	Author/ Reviewer
P10	Updated boundary area, title block	15/10/21	SA/NH
P9	Updated comments	20/08/21	SA/NH
P8	Annotation added to surrounding roads; Updated generally in line with Client comments recieved 22.07.21	19/08/21	SA/NH
P7	Plot B updated	02/03/21	RC/NH
P6	Schedule updated, Hub office added	19/02/21	RC/NH
	Updated comments	21/12/20	MB/NH
	Updated comments	12/12/20	MB/NH
	Updated comments	11/12/20	MB/NH
	Updated comments	10/12/20	MB/NH
	First Issue	25/11/20	PJB/NH

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Project
LAND NORTH EAST OF J10 M42, DORDON

Client
HODGETTS ESTATES

Drawing Title
INDICATIVE MASTERPLAN
MULTI UNIT OPTION

Scale	Size	Drawn	Checked	Date
1:1500	A1	PJB	NH	25/11/2020

Project	Originator	Zone	Level	Type	Role	Number	Rev.
4263	CA	00	00	DR	A	00078	P10

General Arrangement

Swept Path Analysis

N

SPRINKLER TANKS

Except Buses

EXIT ONLY

Swept Path Analysis

SPRINKLER TANKS

3 SPACES

Dart SLF 11.9m

Overall Length	11.900m
Overall Width	2.401m
Overall Body Height	3.077m
Min Body Ground Clearance	0.312m
Track Width	2.360m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.518m

FTA Design Articulated Vehicle (1983)

Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.750m

N

KEY

- PROPOSED KERBLINE
- PROPOSED BUS STOP
- PROPOSED CARRIAGEWAY
- PROPOSED FOOT/CYCLEWAY
- PROPOSED TRAFFIC SIGN

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P01	PRELIMINARY FIRST ISSUE	29.04.22	AJA DG NB

Document Control

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HODGEETTS INDUSTRIAL DEVELOPMENTS (TAMWORTH) LTD

Project Name

LAND NE OF M42 JUNCTION 10

Sheet Title

PROPOSED BUS TURNING AREA AND SWEPT PATH ANALYSIS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B033920	AJA	Apr '22	DG	Apr '22	NB	Apr '22	Not To Scale	S0

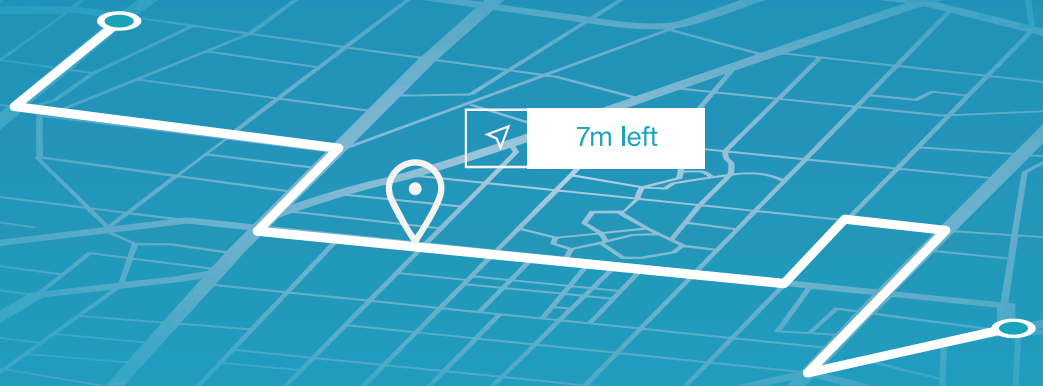
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
784-B033920	TTE	00	XX	DR	O	0001	P01

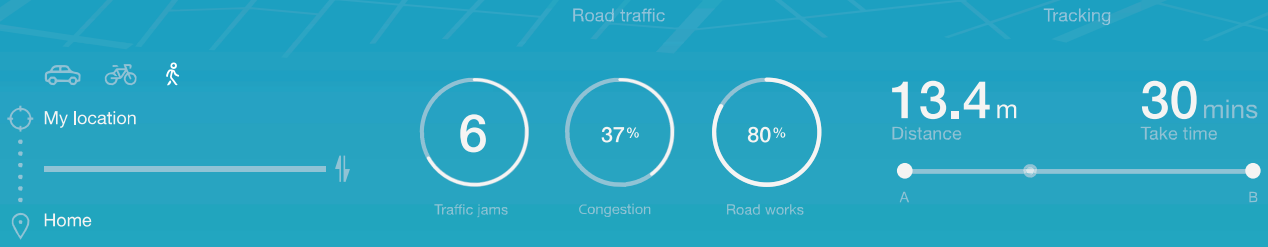
TTE_MT_v1

APPENDIX C – PUBLICATIONS

AUTHORS: **NICK BUNN**

GARETH WAKENSHAW





How far do people walk to bus stops?

Recent research from WYG transport planners reveals that people will walk further to catch a bus than current guidance suggests. →

Why is this finding of interest? Distance from bus services is important in transport planning, particularly when assessing the sustainability credentials of development sites or neighbourhoods. It determines whether new homes and businesses need additional or diverted bus services to ensure that people can use public transport for their daily journeys.

The WYG team analysed the National Travel Survey (NTS) data to assess the distances that people actually walk to access bus services. We compared this with current policy guidance and have then provided a sound evidential basis on which new guidance can be based.

Current guidance lacks evidence

Planning for Public Transport in New Development[1] *and Planning for Walking*[2] provide current guidance on acceptable walking distances to public transport.

Planning for Public Transport states that, in new development, the walk distance to a bus stop should not exceed 400m, but it says this should not be treated as some arbitrary cut-off distance. Instead it is preferable to provide sensible bus routes, rather than follow a slavish adherence to a walking distance. The document references the 400m walk distance from a Department of Environment circular[3] that advised: 'Estates should be designed so that the walking distance along the footpath system to the bus stops should not be more than 400m from the furthest houses and work places that they serve.' However, the circular provided no evidence to support this walking distance and no analysis was provided to justify the continued use of 400m.

Despite this, *Planning for Walking* sets the 400m maximum distance in stone, losing the flexibility of the earlier guidance: 'The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, in town centres, 200m.' The document provides no evidence to support this advice; the 400m distance is simply seen as traditional. However, it recognises that more work is needed and welcomes new research for inclusion in further guidance.

In London, the median distance from bus services for people is 400m

The mean walking distance for the rest of the UK is 580m

National Travel Survey

The *National Travel Survey* (NTS) is a UK-wide survey by the Department for Transport (DfT) of some 15,000 households. Normally around half fully co-operate. This is some 7,700 to 8,200 households and over 18,000 individuals.

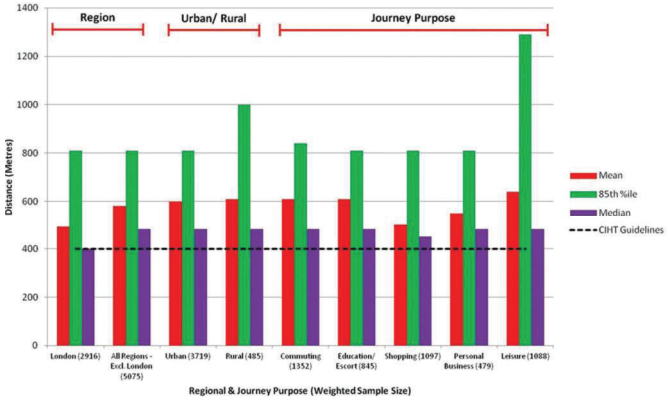
We used the 2002 to 2012 NTS dataset[4], which provides nearly 8,000 records for walking from home to a bus stop. The data has been used to report the median, average and 85th percentile walking distances for regional, journey purpose and sociodemographic reasons.

Results

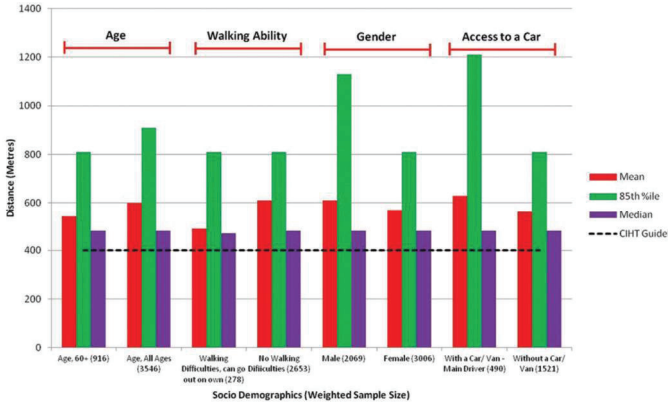
Figure 1 summarises the reported distances for regional and journey purposes. It shows that people walk a range of distances to reach a bus stop, with shorter distances in London than the rest of the UK. In London, the median distance is 400m, with 480m in the rest of the UK. The mean walking distance is 490m in London and 580m in the rest of the UK; in all areas, the 85th percentile distance is 810m. There is no cut-off at 400m; instead this distance represents a point on a distribution.

Figure 1 also shows the different walking distances for urban/rural areas and also for a range of journey purposes outside London. In each case, median and mean walking distances are greater than 400m, at 480m and 580m respectively.

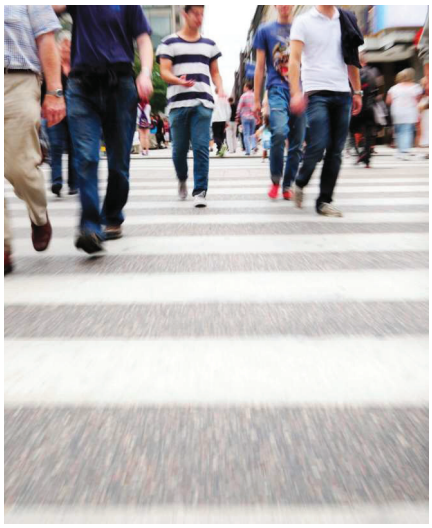
Figure 2 shows the recorded distances for a range of sociodemographic factors, including gender, age, walking ability and access to a car. It also shows the walking distances outside London for several



Region and journey purpose
Figure 1



Socio-demographics
Figure 2



People walk shorter distances to reach bus stops in London than the rest of the UK

socioeconomic factors. In each case, the mean and median walking distances are greater than 400m. Interestingly, 480m median and 580m mean walk distances are not significantly affected by age, gender, disability or access to a car.

Increasing the catchment

The evidence indicates that the effective catchment of a bus stop should be increased to either the median distance or the mean distance: 400m or 490m in London and 480m or 580m outside of London. Direct and easy-to-understand bus services are surely more important than a slavish adherence to a walk distance. A rigid application of a maximum walk distance could result in bus services being diverted to cater for a small number of people, increasing travel times for all, and decreasing the attractiveness of the bus service. Instead, there needs to be a balanced approach, considering the likely passenger benefits and disadvantages.

It is our view that the best guide to an acceptable walk distance is what bus-users already do. Figure 2 shows that people with access to a car have similar mean and median walk distances to other users, so it is reasonable to expect that the median or mean walk distance would not be unacceptable to drivers. The effect of other factors such as route frequency, waiting facilities, cost, quality of services on the uptake of bus travel are unknown and require further research.

'The power of a destination determines how far people will walk to get to it.'

Recommendations

From our study we recommend that there should be separate guideline walk distances for London from the rest of the UK. Current guidance on walk distance to a bus stop should be based on a sound evidential basis using either the median distance of 480m or mean distance of 580m outside London. The revised guideline walking distance should remain flexible to allow for the practicalities of operating bus services.

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References

1. Institute of Highways & Transportation (1999), *Guidelines for Planning for Public Transport in Developments*, Institution of Highways & Transportation
2. Chartered Institute of Highways & Transportation (2015), *Planning for Walking*, Chartered Institution of Highways & Transportation
3. Department of the Environment (1973), *Circular 82/73, Bus Operation in Residential and Industrial Areas*, Her Majesty's Stationery Office
4. Department for Transport, *National Travel Survey: England, 2010, 2011 and 2012; and Department for Transport (2013) National Travel Survey: England 2013, Notes and Definitions*, Department for Transport

A rigid application of a maximum walk distance could result in services being diverted

APPENDIX D – CORRESPONDENCE

Groves, David

From: Clive Jones <clivejones@warwickshire.gov.uk>
Sent: 11 August 2022 10:58
To: Groves, David
Cc: Dan Jeanes; Nigel Whyte
Subject: RE: M42 Junction 10 employment site - public transport strategy

OFFICIAL

Hi David

Many apologies for the delay in replying.

Looking at your diagrams, the proposed turning point is in a good location for the development vis-à-vis the A5 trunk road (for the convenience of users and without undue inconvenience to through passengers), subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers.

The 'pump priming' s106 bus service provision is normally requested for a 5 year period, to ensure that best possible use is made to sustain the bus service into the future.

Regards

Clive Jones
Network Planning Officer
Warwickshire County Council
Transport Operations
Communities
Tel. 01926 412112

From: Groves, David <David.Groves@tetratech.com>
Sent: 11 August 2022 10:31
To: Clive Jones <clivejones@warwickshire.gov.uk>
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

This is the email with all the information for the M42 employment site.

I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech
4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

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From: Groves, David
Sent: 12 July 2022 14:57
To: 'clivejones@warwickshire.gov.uk' <clivejones@warwickshire.gov.uk>; 'stuartkocanpayne@warwickshire.gov.uk' <stuartkocanpayne@warwickshire.gov.uk>; 'danjeans@warwickshire.gov' <danjeans@warwickshire.gov>
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

Good to discuss this scheme with you before.

Along with the original email below and attachments above, I have attached a site masterplan which shows the location of the proposed bus turning area. As stated below, the diversion distance to the turning area and back to the A5 for the 766 and 767 services is 400m and will have a minimal impact on existing patronage which has allowed us to reach agreement with Stagecoach on our strategy.

It would be great to get WCC's formal approval of the strategy as we discussed on the phone and I look forward to hearing from you.

Kind regards,

David

David Groves
Principal Transport Planner

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TETRA TECH

From: Groves, David
Sent: 06 June 2022 17:24
To: 'stuartkocanpayne@warwickshire.gov.uk' <stuartkocanpayne@warwickshire.gov.uk>; 'clivejones@warwickshire.gov.uk' <clivejones@warwickshire.gov.uk>; 'danjeans@warwickshire.gov.uk' <danjeans@warwickshire.gov.uk>
Subject: M42 Junction 10 employment site - public transport strategy

Hi Stuart,

Good to speak to you before.

As discussed we are providing the transportation input into the planning application for a large employment site near the M42 Junction 10 and I have been investigating public transport provision for the site. The location of the site is shown in the first attachment and the location of the nearest bus stops and services are shown in the second attachment. The eastbound stop for the Stagecoach 766 and 767 services which run along the A5 is approximately 650m from the centre of the development site and the nearest westbound stop is in Birch Coppice Business Park. The bus stops on Birchmoor Road are slightly further away from the centre of the site and the Arriva services that call on them do not provide a services throughout the day.

We have therefore investigated the feasibility of diverting the 766 and 767 services into the site. Please see attached TT Drawing Number 0001 Rev P01 showing our proposed bus turning area for the M42 site. We have positioned the bus turning area between the access to the car park and lorry parking area for Unit 1 and it has been situated in a location to avoid conflict with those two accesses. We have tried to situate the bus turning area as close to the A5 as possible to reduce the length of the diversion and thereby limit the impact on existing customers to make the proposal more attractive to Stagecoach and its existing customer base. The length of the diversion from the A5 to the bus turning area and back out to the A5 is just over 400m. We have a signalised access junction arrangement as you can see on the second attachment. The junction has designated left and right turn lanes in and a left lane out with the delay predicted to be around 10 seconds turning in and around 30 seconds at the lights to turn out.

The drawing incorporates the requisite signage and road markings at the access and exit from the bus turning area. We have shown an area of hardstanding at the south of the scheme for a bus shelter where passengers will board and alight. Footway is provided which connects to the footway already shown on the site layout.

The drawing also demonstrates that an 11.9m bus can turn around in the bus turning area and can straighten up to the pick-up/ drop-off area before egressing. Its access and egress can be performed without the bus using the opposing carriageway and the second track also shows that an articulated lorry can access and egress the lorry park without conflict with the bus.

We are going to have improved pedestrian connections to the north to connect to Cockspur Street which will facilitate pedestrian movement from Birchmoor and Polesworth and allow them to access the bus services.

Stagecoach have agreed to divert the service into the bus turning area on its existing service frequency which has been deemed sufficient for Birch Coppice Business Park. The site is some 100,000sqft so we are hopeful that the connections to large catchment populations such as Tamworth which can be reached within an attractive journey time will yield future patronage. We know that the bus market is experiencing difficult times with regards to bus patronage and Stagecoach are pleased that there is an opportunity for further custom for a minimal diversion and therefore a minimal impact on current passengers. The developer will fund the pump priming of the service.

Would you be able to let us know if WCC support our proposal and if so, how many years the pump priming would be required for?

If you have any questions, then please do not hesitate to contact me on the number below.

Many thanks,

David

David Groves
Principal Transport Planner

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Stagecoach

David Groves
Principal Transport Planner
Tetra Tech
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NE1 3DY

9th September 2022

Dear David

M42 Junction 10 - employment site

I write to confirm that Stagecoach supports the proposed M42 Junction 10 development site and that we in principle would be happy to extend service 766/767 into it based on the very latest design that has been discussed and reviewed accordingly.

The extended service would offer links to residential areas in Tamworth, Atherstone and Dordon and would run on its current daytime and evening frequency.

The proposed bus service extension would require “pump-prime” funding due to the additional resources required. This funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions. The level of contribution will be discussed further in the coming months and will form part of the Section 106 Agreement. Given the acute need to reduce road traffic, it is vital that support is given to public transport options to serve new developments.

We trust this letter is sufficient to support the planning application, but please do not hesitate to contact me if you have any further queries.

Yours sincerely

Patrick Stringer
Commercial Director