Land North-East of Jn10 M42 Motorway, North Warwickshire

784-B033920

PAP/2021/0663

Revised Framework Travel Plan

Hodgetts Estates

February 2023

TETRA TECH

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1.0 INTRODUCTION

1.1 Tetra Tech have been engaged by Hodgetts Estates to produce a Revised Framework Travel Plan (FTP) in support of a major development consisting of 100,000sqm of employment uses and a 150-space lorry park with 400sqm amenity block, located off the A5 Watling Street, north-east of the M42 Junction 10 (M42 Jn10) interchange, in Warwickshire. Figure 1 at Appendix A shows the site location.

1.2 An outline planning application for the development site was submitted to North Warwickshire Borough Council (NWBC). The application (ref: PAP/2021/0663) was validated on 2 December 2021. The application was initially supported by a TA and FTP produced by Bancroft Consulting.

1.3 Tetra Tech (TT) was engaged by Hodgetts Estates in January 2022 to assess the impact of the proposed development on the highway network and provide additional information requested by National Highways (NH). The revised TA produced by TT also explored the opportunities to provide for sustainable transport access to and though the site and a Public Transport Strategy (PTS) was prepared in consultation with the bus operator Stagecoach and Warwickshire County Council (WCC) Public Transport team.

1.4 This FTP has been produced having due regard for the advice contained in:

- National Planning Policy Framework (NPPF) published by the Department for Communities & Local Government (DCLG).
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009).
- MHCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance.
- North Warwickshire Borough Council Local Plan.

1.5 The applicant is committed to the principle of sustainable development, and is seeking to influence the travel choices of employees and visitors to the site with the implementation of a Full TP. The Framework TP provides the approach to encourage the use of sustainable modes which will inform the Full Travel Plan.

1.6 In accordance with local and national policies to protect and enhance the environment, and to encourage sustainable development and travel patterns, this report reviews the current situation in the vicinity of the development site and proposes measures to encourage accessibility via a choice of transport modes. This report also includes the proposals for public transport improvements as outlined in the Public Transport Strategy document produced to support the Environmental Statement (ES).

2.0 POLICY DOCUMENTS

2.1 Chapter 12 of the North Warwickshire Borough Council Local Plan sets out the requirements for Travel Plans:

> The Assessments should assess the impact on level crossings in the vicinity of the development.
>
> Travel Plans will be required to be submitted alongside these Assessments.
>
> ***Travel Plan***
> Development will be expected to link with existing road, cycle and footpath networks. Developments that are likely to generate significant amounts of traffic and particularly larger developments will be expected to focus on the longer-term management of new trips; encourage the use of public and shared transport as well as appropriate cycle and pedestrian links. Increasing the opportunity to access these developments for all sections of the community should be addressed. This will be secured through a Travel Plan and/or financial contributions which will be secured either through planning conditions or the provisions of Section 106.

2.2 On the 23rd December 2022, the Department for Transport released an update of its Policy paper; 'Strategic road network and the delivery of sustainable development', which includes the following section relating to Travel Plans:

"Travel Plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan co-ordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance."

3.0 ACCESSIBILITY

3.1 NPPF was updated and revised in February 2019, replacing the 2012 version of the Framework, then updated again in July 2021. At Paragraph 104 c) NPPF identifies "opportunities to promote walking, cycling and public transport use are identified and pursued" for development proposals and at Paragraph 105 it indicates "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making". The accessibility of the proposed development has been considered based on the guidance in NPPF.

3.2 Some details for this section, including photos, have been taken from the Bancroft TA.

Walking

3.3 In the vicinity of the site, a narrow 1.2m – 1.5m wide footway extends along the southern edge of the A5 carriageway. This may also be a shared unsegregated cycleway, although the signing is somewhat ambiguous. Along the northern edge of the carriageway, a typically 2m wide shared unsegregated footway / cycleway exists.

3.4 To the west, these facilities extend to Jn10 interchange where, the M42 slip road and the Green Lane arms include unsignalized dropped kerbs and tactile paving crossings. There are no pedestrian crossings over the A5 approaches to Jn10. Photos showing the above are provided below.

Existing crossing facilities at M42 Junction 10: Green Lane (left), Sbd Off-Slip (right)

Existing footways at site frontage on A5 (left) and at northern overbridge of M42 Junction 10 (right)

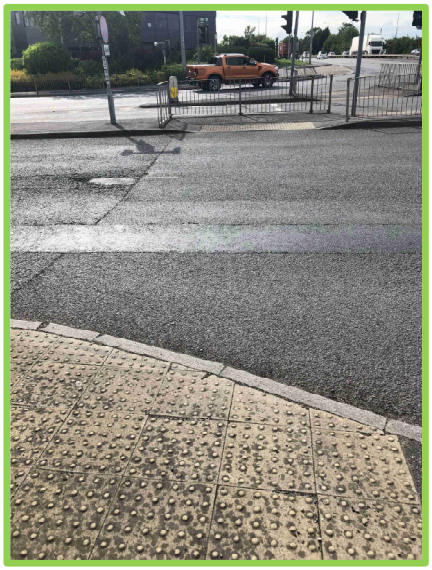
3.5 Figure 2, Appendix A, identifies opportunities for pedestrian travel to the site, based on a 1.95km walking distance (which was established in analysis undertaken to support the document Distance guidelines not fair reflection on how far people are willing to cycle and walk Local Transport Today in October 2017, which can be viewed at Appendix B. This is a 24-minute walk at a typical walking speed of 1.3m per second. The catchment area extends to the B5000 to the north, encompassing Birchmoor and the southwestern part of Polesworth which includes a significant amount of allocated residential development, approximately a 16-17 minute walk from the centre of the proposed site using the new footpath from the site entering Birchmoor through Cockspur Street, before heading east along Birchmoor Road, then south on Dordon Road.

3.6 The eastern edge of the catchment drops down from the B5000/Common Lane junction to the west of Common Lane. It then extends further to the east encompassing most of Dordon, including Browns Lane and the southern end of Long Street. This includes local shops and restaurants at Browns Lane along with further residential development. For example, Happy Dinner, FOCHA Turkish Kitchen and Dordon Fish Bar can all be accessed within a 22-23 minute walk from the centre of the site. This would involve exiting the site to the south and heading eastbound on the proposed foot/ cycle way alongside the A5 and the public footpath link to Browns Lane in Dordon. It is also important to note that many of the local roads within Polesworth and Dordon are traffic calmed, helping to keep speeds low and thereby improving conditions for pedestrian movement. Photos showing the above are provided below.

Local shops at Browns Lane (left) and traffic calming on Whitehouse Road (right)

3.7 South of the site, the majority of the Birch Coppice and Core 42 business park sites are within a reasonable walking distance. The two bus stops located within Birch Coppice can be accessed by a 16-17 minute walk from the centre of the proposed site whilst the entrance to Core 42 can be accessed within a 17-18 minute walk from the proposed site. Access to these areas requires crossing of the A5, which can be done via controlled crossing at the Birch Coppice or Core 42 junctions, or the uncontrolled crossing of the A5 dual carriageway opposite the existing bus stop layby.

3.8 Each of these sites has comprehensive internal pedestrian and cyclist infrastructure to facilitate movement. Photos showing examples of these existing crossing facilities are provided below.



Crossing facilities at the Birch Coppice access (left) and Core 42 access (right)

3.9 The catchment then extends further west via Watling Street to include part of the adjacent residential area.

3.10 The area covered by the catchment north of the A5, west of Jn10 M42, comprises a mixture of residential and employment uses. It is connected to the site via Birchmoor using Cockspur Street and Green Lane, with footways along the entire length of the route and some sections with a footway on both sides of the carriageway. At the western end of Green Lane, the speed limit changes from 30 mph to national speed limit restrictions as the road splits to the north and south. The existing footway facilities at Green Lane are shown below.

Footways on Green Lane (bridge over M42 motorway)

3.11 Continuing south from this junction the route is via a Permissive Footpath that extends through to the northern edge of the Tamworth Moto service area as a traffic free route. From this, the catchment extends west to include additional residential development within Tamworth. Photos showing parts of the pedestrian route to the south are provided below.

Pedestrian facilities on route south from Green Lane

3.12 Turning right and heading north from the Green Lane junction there is a foot/cycleway which provides various opportunities to cut into the adjacent residential areas and access the Tamworth foot/cycle network. The first of these is a segregated footpath/cycle path which extends through to

the eastern edge of the residential estate and then offers convenient access to Pennine Way (B5080).

Pedestrian facilities on route north from Green Lane

3.13 There are a number of Public Rights of Way (PROW) within the surrounding area. Bancroft TA Figure 23, reproduced in Figure 3 Appendix A, shows the designated PROWs in the area.

3.14 Bridleway 166/AE45/1 runs along the eastern site boundary in a north / south direction between Birchmoor and the A5, which will be slightly diverted at the southern end to accommodate the new site access as shown in Figure 3 at Appendix A. In addition, Figure 3 in Appendix A also shows how an existing public footpath (166/AE46/1) which extends east from the site and arches around to the south will be slightly diverted so at to provide a more direct route to the Birch Coppice Business Park. The footpath presently connects onto the A5, between the Birch Coppice and Core 42 accesses. In addition, the existing farm track which connects public footpath 166/AE46/1 with the A5 adjacent the Core 42 access junction. will be upgraded as a new PROW (footway / cycleway). Continuing further east along the northern side of the A5 leads to another Footpath 166/AE48/2 that connects north-east into Browns Lane, Dordon.

3.15 A number of foot/ cycle improvements for the A5 are proposed.

3.16 The existing shared unsegregated pedestrian/ cycle path on the A5 eastbound carriageway is substandard and will be improved to comply with CD143 “Designing for Walking, Cycling and Horse-riding”. This entails widening the path to 3.0m and providing a 2.0m separation strip. As the cycleway approaches the M42 Jn10 interchange, the improvement requires alterations to the highway embankment, as shown at TT Drawings 784-B033920-TTE-00-ZZ-PL-H-0003-P02, 784-B033920-TTE-00-ZZ-PL-H-0004-P01 and 784-B033920-TTE-00-ZZ-PL-H-0005-P01 attached in Appendix A. The drawings also show the eastbound connectivity enhancement with a 3m shared foot/ cycleway connecting to the existing A5 opposite Core 42, near Dordon.

3.17 To provide continuity and connectively for both pedestrians and cyclists it is also proposed to improve pedestrian and cycle facilities at Jn10 to comply with CD143. Signalised crossing of the north facing M42 slip roads (northbound on-slip and southbound off-slip) and of the Green Lane arm will be provided to replace the current uncontrolled crossing points. There is no space on the

north overbridge to improve pedestrian and cycle facilities, but between Green Lane and the A5/ Pennine Way north roundabout the existing narrow footway/ cycle way is to be widened to 2.0m with a 1.5m separation strip where achievable. There is a short pinch point section (circa 33m) on the A5 westbound approach to Jn10 where, owing to land constraints, a maximum 1.0m separation strip and 1.8m foot/ cycleway is achievable, refer to TT Drawing 784-B033920-TTE-00-ZZ-PL-H-0001-P01 attached in Appendix A, which shows the complete set of improvement works.

3.18 In addition to the improvements discussed above there will be upgraded bridleways and a new footpath/ cycleway on the site between Birchmoor and Dordon, significantly enhancing the sustainable routes available to local residents in the area. The upgraded Bridleways and Footpaths are shown at Figure 3 in Appendix A and are listed below;

- Bridleway AE45
- Footpath AE46, part diverted.
- Footpath AE48

3.19 With the above new infrastructure and enhancements to existing routes in place, not only do they benefit potential users of the proposed development, but they also offer an enhancement for existing residents and people travelling to work in the area.

Cycle Travel

3.20 Figure 4, Appendix A, shows a 7.2km cycle catchment area centred on the site. It demonstrates how a large number of the surrounding residential areas would be within a reasonable cycling distance. This includes the densely populated residential areas of eastern Tamworth, such as Kettlebrook, Glascote, Glascote Heath, Belgrave, Wilnecote, and Stoneydelph, as well as the majority of Tamworth other than the residential areas on its western edge. To the northeast and east, residential areas within Polesworth, Dordon, Grendon, Baddesley Ensor, and the western residential areas of Atherstone would also be well within a comfortable cycling distance of the site.

3.21 Figure 5, Appendix A, shows an extract from 'Cycling in Lichfield' map published online by Staffordshire County Council. It shows how the site is surrounded by a network of cycle facilities, ranging from traffic-free cycle paths through to advisory cycle routes along quiet roads. In the immediate vicinity of the site these facilities include advisory cycle routes at Birchmoor Road and Trinity Road, shared footway/cycleway at the northern edge of the A5 (including a Toucan crossing at the Birch Coppice access), and further cycle paths routing through the residential areas of Stoneydelph and Glascote Heath. This demonstrates how the proposed development would be well connected to the surrounding local cycle network, ensuring that cycling trips to and from the surrounding site area are within a comfortable distance and with suitable facilities.

Cyclists using existing facilities at A5 passing the site frontage

3.22 There are a number of cycle improvements proposed for the A5 which are outlined in paragraph 3.15 onwards above.

Bus Travel

3.23 The closest bus stop is located at the northern edge of the A5, approximately 200m to the east of the proposed site access, and 650m from the centre of the site. This comprises a bus layby with no flag and pole (photo above refers) and serves eastbound services for Routes 766 and 767. To access westbound services, the closest existing bus stop is located within the Birch Coppice Business Park, a further 400m east.

Existing bus stop facilities at A5 eastbound

3.24 Table 3.1 below lists the services which call at the A5 Watling Street eastbound bus stop.

Table 3.1: 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**

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

3.26 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.

3.27 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 application site. 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 3.2 below lists the services which call at the Birchmoor Road stops.

Table 3.2: 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

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

Rail Travel

3.29 Polesworth Station is located approximately 2.8km to the north of the site and has an extremely limited train service with only one train, early morning, per day (Monday to Saturday), and only in one direction (northbound) because the southbound platform is inaccessible.

3.30 Wilnecote Train Station is approximately 3.5km to the west of the site and could be cycled to as part of a shared journey. Tamworth Station is approximately 7km northwest and is at the limit of a reasonable cycle ride, but could be used as part of a shared journey. Both Tamworth and Wilnecote Train Stations operate regular services to key surrounding towns that could fit with conventional working times for employees at the site.

3.31 For freight activities, the site is also close to the Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice Business Park. This is operated by Maritime Transport and provides a 24/7 operation with capacity for holding 3,000 containers. On a typical weekday, the terminal receives three trains

a day from the Port of Felixstowe and two trains a day from the Port of Southampton. This provides a clear opportunity for goods associated with the proposed development to be delivered by rail rather than road, thereby reducing highway impact and increasing accessibility by sustainable modes.

Summary

3.32 The proposed development has good levels of accessibility on foot and by cycling to a range of useful local destinations. With the proposed bus service diversions, the majority of the site will be within an accessible walk distance to bus services that provide regular journey opportunities to a number of useful destinations. The nearby BIFT rail terminal provides an excellent opportunity for rail-road intermodal freight, which could relace of 10% of HGV movements thereby reducing both HGV milage and CO2 emissions.

3.33 Overall, the accessibility of the site, taking into account the proposed connectivity improvements outlined elsewhere in this report is considered to be very good.

4.0 TRAVEL PLAN ADMINISTRATION

4.1 Experience has shown there are certain key elements to the successful implementation of a Travel Plan:

- Commitment and involvement of the developers.
- Regular audit of travel patterns to monitor travel behaviours.
- Active promotion of the TP from the outset.
- A named TP Co-ordinator responsible for its management day to day site wide. It is envisaged some of the larger occupiers might have their own TP Co-ordinator who would report to the Site TP Co-ordinator.
- Co-operation of and communication with employees at all stages of the TP.

4.2 David Groves will be appointed TP Co-ordinator for the proposed development and his contact details are set out below.

David Groves, Principal Transport Planner, Tetra Tech, 4th Floor, Rotterdam House, 116 Quayside, Newcastle upon Tyne, NE1 3DY

T: 07966298053; email: david.groves@tetratech.com

4.3 The Site Co-ordinator will:

- Support, oversee and implement the requirements of the Travel Plan upon the users first occupation;
- Provide travel advice and guidance to employees in the early stages of occupation and throughout the development process;
- Organise the distribution of the work place sustainable travel pack to employees upon first occupation;
- Ensure the travel information made available is current and up to date;
- Ensure cycle storage facilities are functional upon first occupation and promote use throughout the life of the development;
- Assist the end occupiers to deliver the stated TP commitments;
- Monitoring usage of the car parking and cycle parking facilities on site;
- Organise Travel Surveys, analyse these and submit regular Monitoring Reports summarising the results to Warwickshire County Council transport planning officers, together with an assessment of the success of the Travel Plan in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the Travel Plan.

4.4 The developers will commit to providing a budget for the Travel Plan (TP) Co-ordinator to implement measures and initiatives to encourage sustainable travel at the site.

4.5 If David Groves were to leave his post, then the LPA will be informed within 10 days with the details of the new TP Co-ordinator.

5.0 MEASURES TO REDUCE CAR USE

5.1 The prime objective of the TP is to reduce the number of single occupancy car trips generated by the development. A series of measures are proposed below to address this objective by encouraging greater use of public transport, car-share, walking and cycling. Specific measures can be designed with the Full TP, when the end occupiers are better known, and can build on the below measures.

Plan Management

5.2 Effective management is essential if the car travel reduction measures are to be successfully implemented. Day-to-day operation and management of the plan will be carried out by the TP Co-ordinator, who will promote, maintain, monitor and review it.

5.3 Hodgetts Estates will procure the services of a TP Co-ordinator for the site. The TP Co-ordinator is to be in-situ from the outset of first occupation at the proposed development. The TP Co-ordinator will seek to establish a Steering Group with different end users to discuss the progress of the TP with representatives from the end users and ensure it evolves and best reflects the needs of the community.

Infrastructure Improvements

5.4 There are a number of infrastructure improvement being implemented through the delivery of the development site which are outlined below:

- Between the B5080 Pennine Way (north) roundabout and M42 J10 a 2.0m wide foot/cycle way with a 1.5m separation strip will be provided.
- On M42 Jn10 a 2.0m wide foot/cycleway with a 1.5m separation strip is provided between the A5 (west) arm and the M42 northbound on-slip as well as controlled pedestrian/ cycle crossings of the two north facing M42 slip roads and at the Green Lane arm.
- Between the M42 southbound off slip and the site access the existing foot/cycleway will be widened to 3.0m and a 2.0m separation strip will be provided. This will require alterations to the highway embankment, as shown at TT Drawing 784-B033920-TTE-00-ZZ-PL-H-0003-P02.784-B033920-TTE-00-ZZ-PL-H-0004-P01 and 784-B033920-TTE-00-ZZ-PL-H-0005-P01.
- Between the site access and the A5 at Browns Lane an off-carriageway 3.0m foot/cycleway will be provided as shown at TT Drawings 784-B033920-TTE-00-ZZ-PL-H-0003-P02.784-B033920-TTE-00-ZZ-PL-H-0004-P01 and 784-B033920-TTE-00-ZZ-PL-H-0005-P01.

Publicity and Promotion

5.5 The accessibility of the site is to be actively promoted to prospective employees alongside suggestions to encourage walking, cycling or use of public transport.

5.6 So that employees are fully aware of the transport options available to them, a website will be set up and a sustainable travel pack will be provided to all employees. Also, employees can benefit from personalised journey planning sessions for all types of journey purposes, e.g. travelling to/from work and will be provided by the TP Co-ordinator on request subject to GDPR.

5.7 The sustainable travel pack will comprise the following:

- Information on the TP, its targets, and the health, financial and environmental benefits.
- Information about the local area, e.g. location, distance and directions to local shops and destinations for staff on their meal breaks, Banks and other local amenities.
- Public transport details, including stop locations and routes, up-to-date timetables for bus services, fares, information on discounted tickets, how to access the Journey Planner online and links to live timetable information, e.g. www.stagecoach.com.
- Cycle maps showing the key surrounding routes in relation to local facilities, as well as local bike shops and where cycle maintenance training can be obtained.
- Walk maps showing the key surrounding routes to local facilities and services.
- Details on how to gain access to local car share websites/databases.
- Details on how to join and use the car club.
- Name of the TP Co-ordinator, along with contact details by telephone, email or in person.

5.8 Any major changes to travels services, such as bus routes/services, rail routes will be circulated by the TP Co-ordinator via e-mail or a mail drop.

Measures to Improve Walking

5.9 In addition to the proposed foot/cycleways within the development site links to the existing footway on the network, walking is to be encouraged by the information within the Sustainable Travel Pack advising of recommended routes to destinations on meal breaks and bus stops and rail stations. The health benefits associated with walking will be promoted by the TP Co-ordinator.

5.10 In line with Manual for Streets, the internal layout will be designed to encourage safe routes within the development to provide clear, coherent, and attractive routes for pedestrians to encourage walking to destinations within a short walk which may replace short car journeys.

5.11 There are a number of infrastructure improvements being delivered through the development which are outlined in Chapter 3.0 above.

5.12 With the above new infrastructure and enhancements to existing routes in place, not only do they benefit potential users of the proposed development, but they also offer an enhancement for existing residents and people travelling to work in the area as discussed below.

Measures to Improve Cycling

5.13 Cycle parking will be provided at all units at an excess of the North Warwickshire Borough Council standard, incorporating a range of parking facilities to include indoor/ outdoor parking, secure parking and covered parking, and electrical bicycle charging points, all located at or close to pedestrian entrances.

5.14 Showers and changing facilities will be provided at all units and in the ancillary Hub Office which would also be available to members of the public to encourage walking and cycling to work at neighbouring business parks.

5.15 In addition to the proposed shared foot/cycleways within the site and connections to the wider footway network, cycling is to be encouraged by the information within the Sustainable Travel

Packs including local cycle maps showing recommended routes. The health benefits associated with cycling will promoted by the TP Co-ordinator.

5.16 In line with Manual for Streets, the internal layout will be designed to encourage safe routes within the development to provide clear, coherent and attractive routes for cyclists to encourage cycling.

5.17 The TP Co-ordinator will make endeavours on behalf of staff to agree discounts at local cycle shops and investigate and publicise cycle training courses and cycle check services. The TP Co-ordinator will explore setting up a Bicycle User Group (BUG) for the development and encourage regular meetings to discuss issues and problems.

5.18 At the request of Staffordshire County Council, any staff members who have cycled into work are entitled to a taxi fare if an emergency visit is required.

5.19 The TP Co-ordinator will liaise with individual operators to encourage staff to participate in the 'Cycle to Work' scheme, which will allow employees of companies to purchase bikes and cycle equipment tax-free through their employer.

Measures to Improve Public Transport

5.20 The development proposals include improvements to bus provision. As part of the site access works, the A5 eastbound bus stop has to be relocated approx. 130m further east to comply with CD169. The layby is lengthened, and facilities are improved, including the provision of a modern shelter and a separated cycle bypass behind the waiting area. The existing pedestrian connection and informal crossing over the A5 that serves the bus layby is extended to the new location.

5.21 A Public Transport Strategy (PTS) has been prepared by TT and can be viewed in the appendices to the Transport Assessment. A summary of that document is provided below. The PTS has been agreed by WCC and Stagecoach.

5.22 The Stagecoach 766 and 767 bus services operate along the A5 between Tamworth and Nuneaton, and the Arriva 785/ 786 service operates through Birchmoor to the north of the site between Tamworth and Austrey. The stops for these services are not within an accessible walking distance of the whole of the site and improvements to existing bus service provision are therefore proposed.

5.23 The Public Transport Strategy for the site is 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 area in which the application site lies. These areas include Tamworth, Dordon and Atherstone. The 766/767 already serves Birch Coppice Business Park as a diversion from the A5 and clearly is considered to provide a suitable level of service to this large employment site.

5.24 A bus turning area is proposed within the proposed development 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.

5.25 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. The bus

extension and proposed bus turning area has been agreed in principle with WCC's Transport Operations team and with Stagecoach. The proposals for the site at M42 Jn10 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.

5.26 Any service changes will be circulated by the TP Co-ordinator via e-mail or mail drop. Awareness is to be raised among residents and workers of the public transport options available to them by making easy-to-understand timetables and maps for operators supplied by the TP Co-ordinator.

5.27 A map showing the nearest bus stops, walk distances to each, and times by bus to the most common destinations near to the proposed development will be distributed by the TP Co-ordinator.

5.28 The TP Co-ordinator will also liaise with Stagecoach to determine whether discounted bus tickets can be provided to employees as taster tickets, which could help to encourage bus use to/ from the site.

Car Sharing

5.29 Employees who live close to one another can potentially share cars for their journey to the proposed development.

5.30 Car sharing will be encouraged with information provided by the TP Co-ordinator on how to gain access to local car share websites/databases, e.g. www.liftshare.com.

5.31 The financial and social benefits associated with car sharing are to be promoted by the TP Co-Coordinator.

Electrical Vehicles

5.32 In terms of electronic vehicle (E.V.) charging spaces, these are proposed to be provided for 10% of all car and motorcycle spaces across the site with ducting installed so that a further 15% of spaces are capable of being converted to E.V. charging spaces if required in the future. Full details of the E.V. charging provision would be set out in any final scheme layout, in full compliance with these levels of provision.

New Recruits

5.33 When people move jobs they often reconsider their travel behaviour. Consequently, when taking on new recruits, there is an opportunity to encourage them to consider travelling by more environmentally friendly modes than they usually do.

5.34 The Site TP Co-ordinator would arrange personalised journey planning, if requested, and provide Welcome Packs to the end occupiers for them to distribute among new recruits prior to their first day. Details of pedestrian, cycle links and bus routes, including their associated timetables, would be made available to employees as part of the packs.

6.0 TARGETS

6.1 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and consider the particular circumstances and location of the development.

6.2 The prime objective of the TP is to reduce the number of single occupancy car trips for employees to work.

6.3 Several of the TP measures are implemented before, or as the first employees move to site.

6.4 A 10% reduction in the mode share for Car Driver recorded in the Baseline Survey is proposed as an Initial Target. It is not unreasonable to seek to achieve that over the first 5-year period of the TP.

6.5 Table 6.1 below shows the 2011 Census data for the percentages of method of travel to work in the Middle Super Output Area (MSOAs) North Warwickshire 002 from residential destinations.

Table 6.1: Mode of Travel to Work to MSOA North Warwickshire 002

Mode of Travel	Percentage Split
Car Driver	78%
Car Passenger	11%
Light rail/ Tram	0%
Train	0%
Bus	2%
Taxi	0%
Motorcycle	1%
Bike	3%
Walk	5%
Other	0%

6.6 The DfT publication Delivering Travel Plans through the Planning Process: Best Practice states that a Travel Plan can deliver a realistic decrease in single occupancy vehicle use. The percentage split for each mode of travel has been used for the initial target.

6.7 The TP will endeavour to achieve the following modal shift targets shown in Table 6.2 among staff journeys to work over 5 years.

Table 6.2: M42 Ju10 Employment Site Travel Plan Initial Targets

Mode of Travel	% Change (2032 target)	% Share (2032 target)
Car Driver	-10%	68%
Car passenger	+10%	41%
Bus		
Walk/ Cycle		

6.8 Table 6.2 shows a reduction in car driver travel of 10% from the 78% shown in Table 6.1. The current combined car passenger, bus, walk and cycle percentage is 31% and the target is to increase this to 41%.

6.9 It will be at the discretion of the TP Co-ordinator to identify where measures should be focussed year on year and amend the table accordingly. However, the focus must always be to reduce single occupancy private car use which must always have a Target which represents year on year reduction.

6.10 These Targets will not be omitted or changed without prior consultation with National Highways and the Council's Travel Plan Officers.

7.0 MONITORING OF SUCCESS

7.1 The most effective way of monitoring the progress of a TP is to regularly survey employees to identify their travel behaviours over time. The following survey pattern is envisaged.

- Baseline Survey, undertaken during a neutral month on a date post-occupation agreed with NH and WCC to determine travel patterns among those on site and set the baseline mode splits. After this a Stated Target can be set.
- Follow Up Surveys, the first undertaken during the same neutral month 12 months after the Baseline Survey and the subsequent surveys thereafter annually.

7.2 These surveys would seek to identify any changes in travel behaviours and would also be a means of identifying areas in which the efforts of the Site TP Co-ordinator should be best directed. The survey results and TP outcomes would be shared with the NH and WCC within 1 month of the data being received.

7.3 The TP would run for a period of 5 years after which a final thorough assessment would be made on its success against the Stated Target established after the Baseline Survey and the TP for the next 5 year period drafted up and agreed with NH and WCC.

8.0 POLICY REQUIREMENTS

8.1 As discussed in Chapter 2.0 above the North Warwickshire Borough Council Local Plan sets out the requirements for Travel Plans:

> The Assessments should assess the impact on level crossings in the vicinity of the development.
>
> Travel Plans will be required to be submitted alongside these Assessments.
>
> ***Travel Plan***
> Development will be expected to link with existing road, cycle and footpath networks. Developments that are likely to generate significant amounts of traffic and particularly larger developments will be expected to focus on the longer-term management of new trips; encourage the use of public and shared transport as well as appropriate cycle and pedestrian links. Increasing the opportunity to access these developments for all sections of the community should be addressed. This will be secured through a Travel Plan and/or financial contributions which will be secured either through planning conditions or the provisions of Section 106.

8.2 Table 8.1 below summarises how the Local Plan requirements have been met by this Travel Plan:

Table 8.1: Travel Plan Compliance with Local Plan Requirements

Local Plan - Travel Plan Requirement	Travel Plan Compliance
Development linking with existing road, cycle and footpath networks	Fully-signalised pedestrian/ cycle crossings at site access junction. Fully signalised crossing of the A5 carriageway. A pedestrian/ cycle connection to Cockspur Street
Longer term management of new trips	Five-year targets for the site wide Travel Plan have been set
Encourage the use of public transport	Diversion of Stagecoach 766/ 767 service into the development site providing connections to surrounding residential areas.
Appropriate cycle and pedestrian links	Enhanced pedestrian/ cycle connections on the A5. Enhanced pedestrian/ cycle connections on the M42 Jn10. Upgraded bridleways and footpaths and new footway / cycleways in the vicinity of the site.
Access for all sections of the community	Mobility impaired car parking spaces will be provided at the site and located close to the entrances. Tactile paving and dropped kerbs will be provided at all proposed crossing facilities.

8.3 As discussed in Chapter 2.0 above, the Department for Transport sets out requirements for Travel Plans in its Policy paper; 'Strategic road network and the delivery of sustainable development'.

8.4 Table 8.2 below summarises how the DfT Policy paper requirements have been met by this Travel Plan:

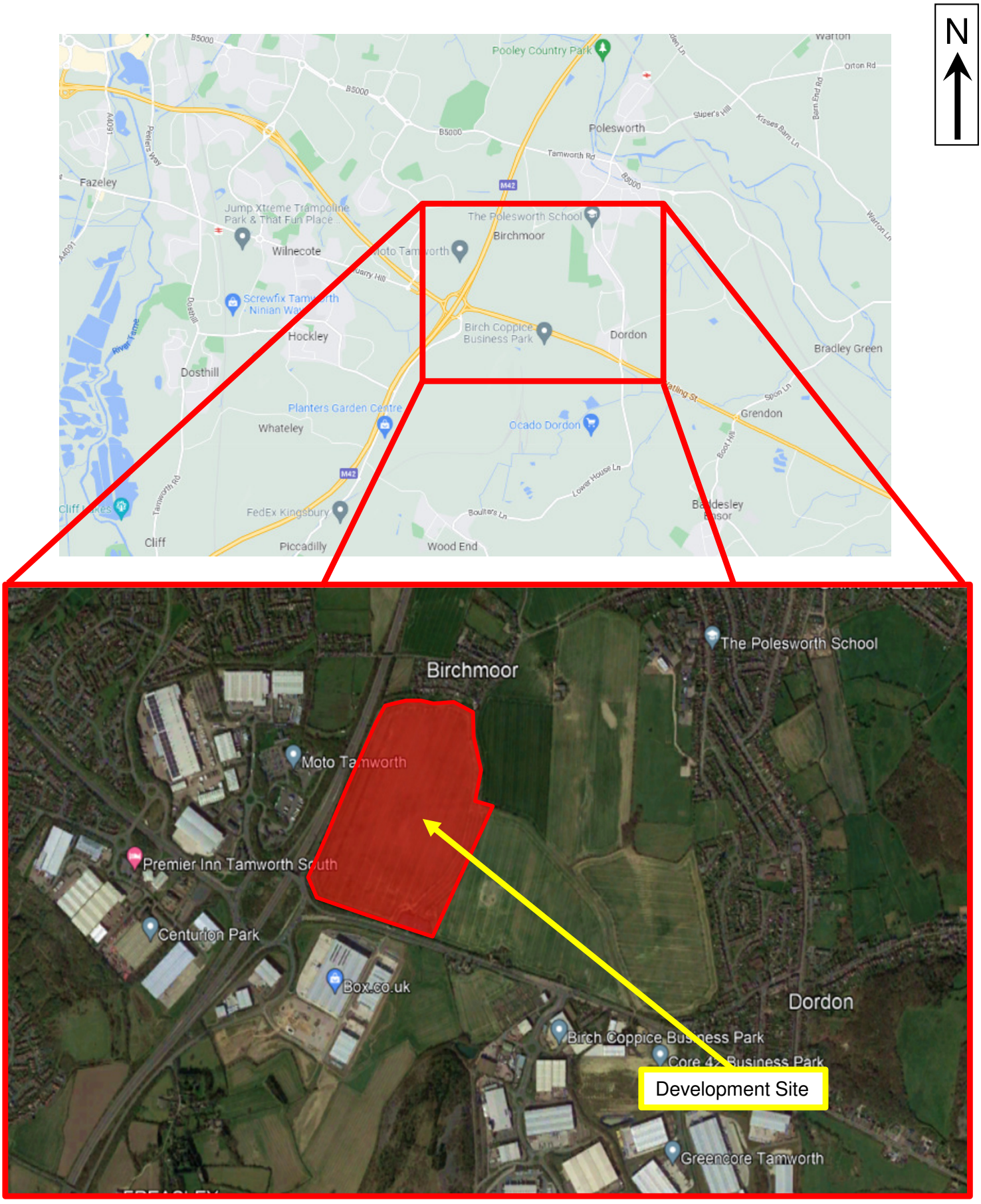
Table 8.2: Travel Plan Compliance with DfT Policy Paper Requirements

Local Plan - Travel Plan Requirement	Travel Plan Compliance
Clear targets to manage down the traffic impacts of the scheme	Five-year targets for the site wide Travel Plan have been set
Maximise the sustainability of and within the site by walking, wheeling, cycling, public transport and shared travel	A series of measures are to be introduced to encourage walking, wheeling, cycling, public transport and shared travel. Enhanced pedestrian/ cycle connections on the A5. Enhanced pedestrian/ cycle connections on the M42 Jn10. Upgraded bridleways and footpaths and new footway / cycleways in the vicinity of the site. Diversion of Stagecoach 766/ 767 service into the development site providing connections to surrounding residential areas.
Sustained monitoring	Monitoring surveys and reports will be produced annually for 5 years
Appointment of a Travel Plan Co-ordinator	A Travel Plan Co-ordinator will be appointed prior to first occupation.

9.0 ACTION PLAN

Measure	Objective	Responsibility	Deadline
Produce Full TP to be agreed with Local Planning Authority	Refine TP to site conditions	TT	Post planning permission
Provide on-site pedestrian and cyclist facilities	Promote walking and cycling	The developer	During construction
Appoint Travel Plan Co-ordinator	Provide person responsible for plan	The developer	Prior to first occupation
Issue employees with Sustainable Travel Pack	Promotion of sustainable travel	Travel Plan Co-ordinator	At first occupation
Set up sustainable travel website	Promotion of sustainable travel	Travel Plan Co-ordinator	At first occupation
Offer personalised journey planning to employees	Promotion of sustainable travel	Travel Plan Co-ordinator	At first occupation
Investigate car sharing	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation
Investigate BUG groups	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation
Carry out Baseline Survey and Report to NH, WCC and the LPA	Determine baseline travel patterns	Travel Plan Co-ordinator	Date agreed with NH, WCC and the LPA after first occupation
Carry out Follow Up Surveys and Reports to NH, WCC and the LPA	Monitor plan progress towards targets	Travel Plan Co-ordinator	12 months after Baseline Survey and then on annual basis thereafter
Produce TP Review Report and agree TP for next 5 years with NH, WCC and the LPA	Tailor TP to site conditions and progress for targets	Travel Plan Co-ordinator	5 years after first occupation and thereafter every 5 years

APPENDIX A: FIGURES & DRAWINGS



M42 Junction 10, Tamworth

Site Location Plan

Figure 1

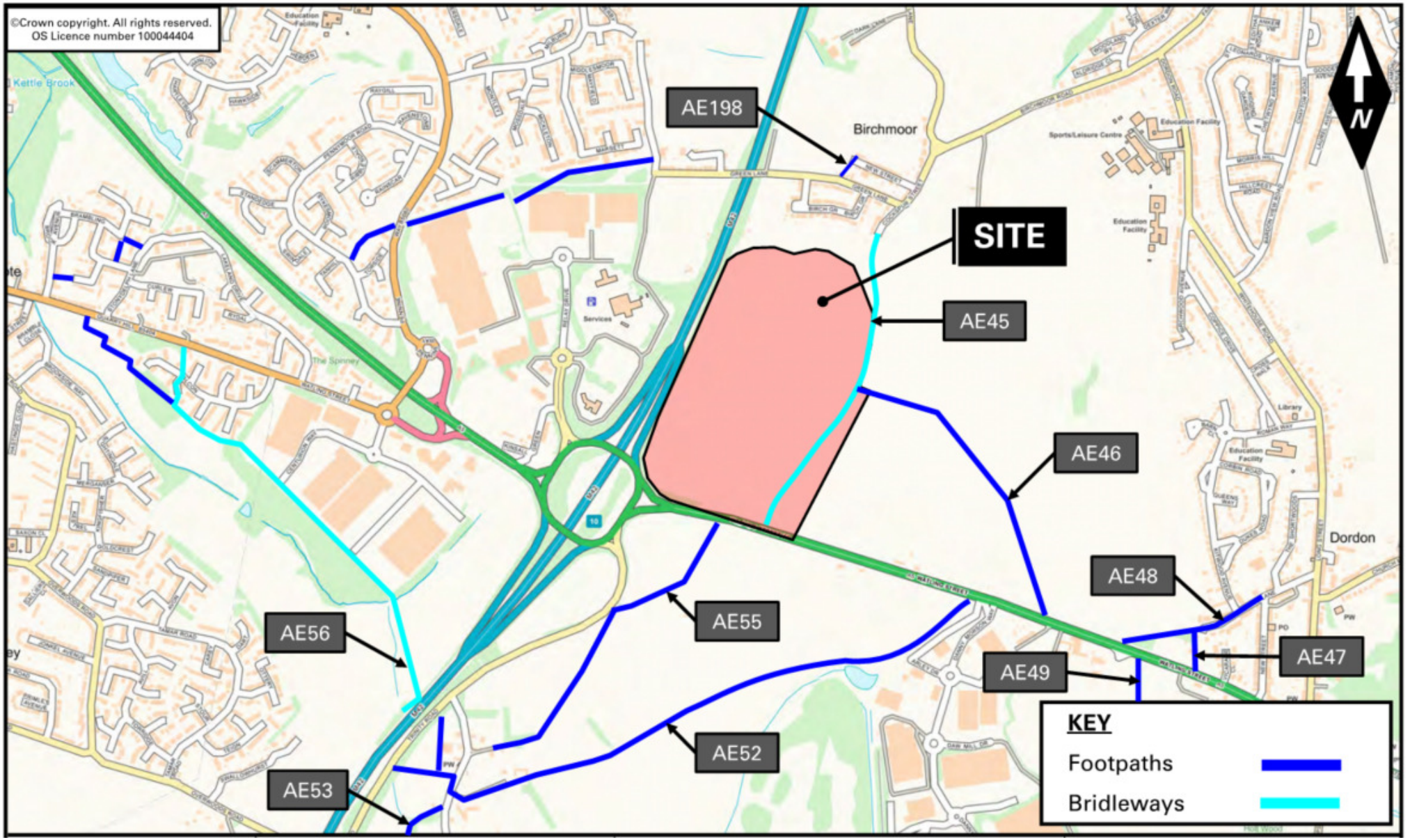
TETRA TECH

Proposed Employment Land NE of J10 M42

Walk Accessibility Plan

Figure 2

TETRA TECH



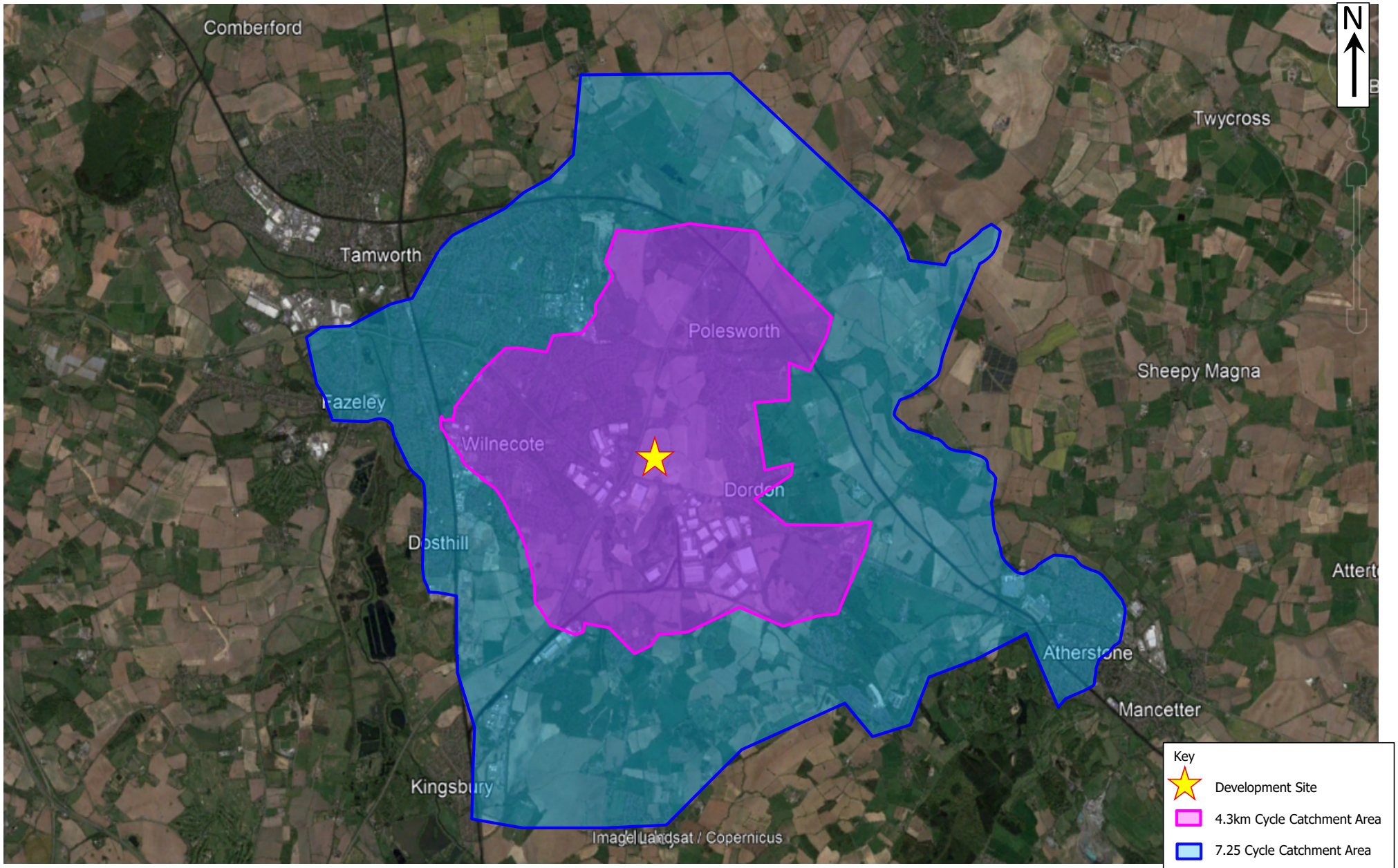
Source: Bancroft Figure 23

M42 Junction 10, Tamworth

Figure 3

Local Public Rights of Way

TETRA TECH



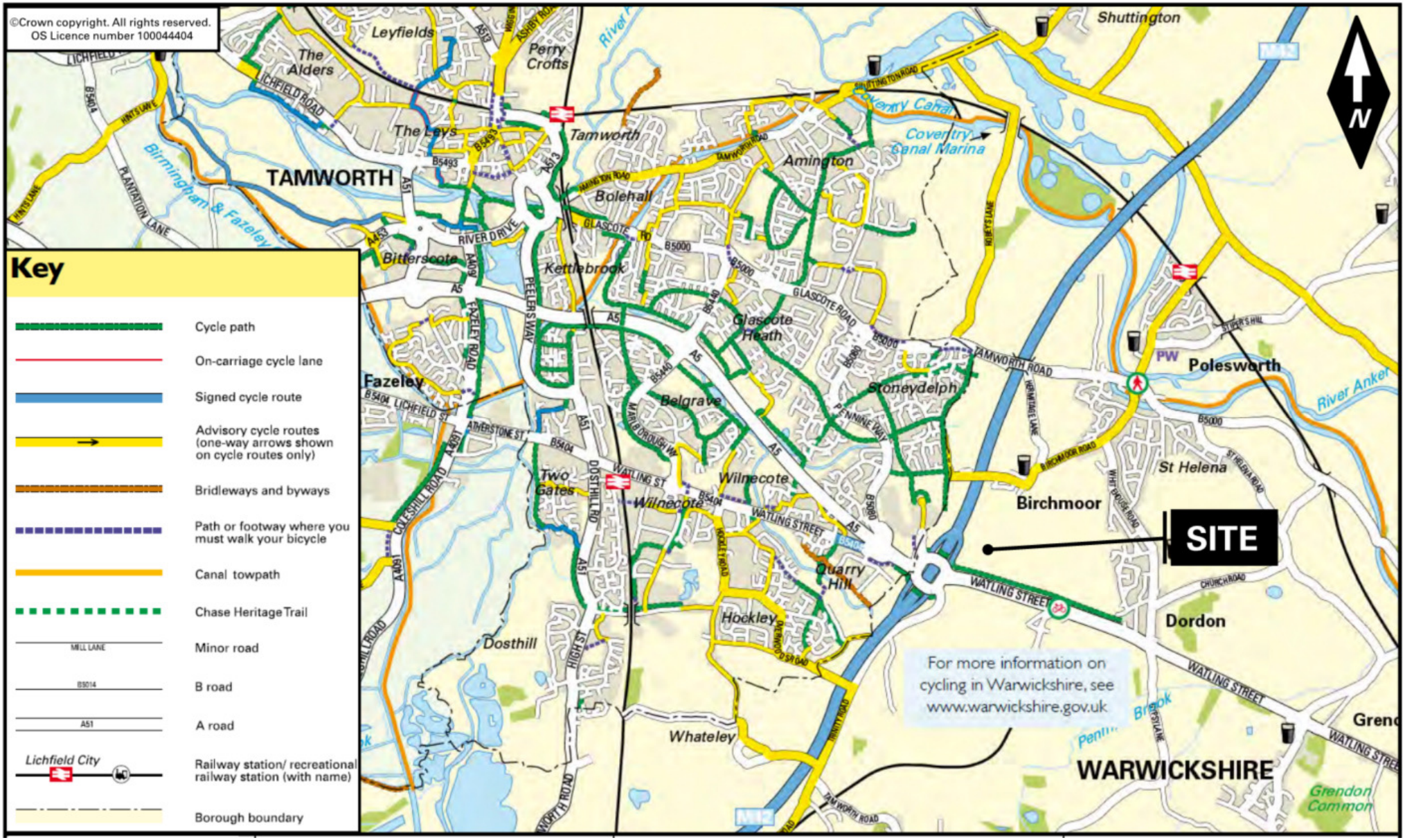
Source: Google Earth

M42 Junction 10, Tamworth

Cycling Accessibility Plan

Figure 4

TETRA TECH



Source: Bancroft Figure 25

M42 Junction 10, Tamworth

Cycling in Lichfield Map

Figure 5

TETRA TECH

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED 2m VERGE

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

HEDGEROW ALONG A5 TO BE MAINTAINED AND KEPT TO SUITABLE LEVELS

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED 2m VERGE

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

ABSOLUTE MINIMUM CROSSING WIDTH AS 3m. REVIEWED AT DETAILED DESIGN STAGE.

INDICATIVE SITE ACCESS CROSSING POINT.
SIGNALISED CROSSING TO BE REVIEWED AT DETAILED DESIGN STAGE.

SHARED USE FACILITY TO CONTINUE INTO THE SITE DEVELOPMENT. PROPOSAL TO BE FINALISED AT A LATER STAGE.

CYCLISTS DISMOUNT

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY AND SIGN TO DIAG 966 CYCLIST DISMOUNT

FOR CONTINUATION SEE VIEWPORT 2

VIEWPORT 1

0 5 10 15 20 25m
SCALE 1:500

FOR CONTINUATION SEE VIEWPORT 1

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

INDICATIVE BRIDLE-WAY ROUTE. WAY MARKER TO BE IMPLEMENTED TO INFORM USERS OF THE START OF THE BRIDLEWAY ROUTE

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

FOR CONTINUATION SEE VIEWPORT 3

R25

VIEWPORT 2

0 5 10 15 20 25m
SCALE 1:500

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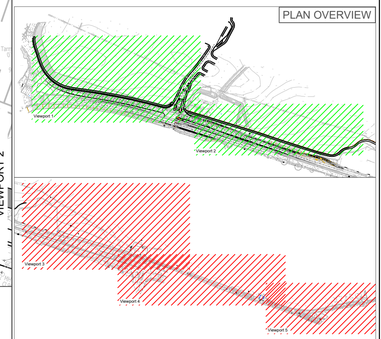
3. PROPOSALS FOR THE SHARED USE CYCLEWAY HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN1/20. DUE TO THE LOW VOLUME OF PEDESTRIANS SHARED USE CYCLEWAY HAS BEEN UTILISED COINCIDING WITH POINTS 6.5.2 AND 6.5.6 OF THE LTN 1/20 DESIGN GUIDANCE.

KEY:

- SITE BOUNDARY 1
- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- INDICATIVE SITE ACCESS LAYOUT
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- EXISTING BRIDLEWAY ROUTE (166/AE45/1)
- PROPOSED DIVERSION OF BRIDLEWAY ROUTE

PLAN OVERVIEW



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HODGETTS ESTATES

Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

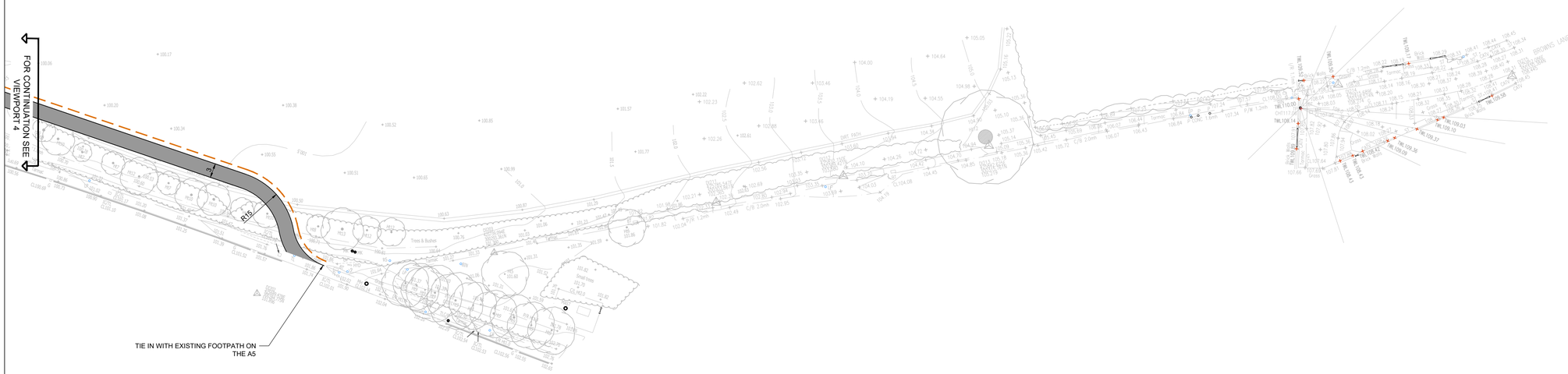
Sheet Title

PROPOSED LAYOUT
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	May '22	JG	May '22	LB	May '22	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	PL	H	0003	P02

TTE_MT_v1



VIEWPORT 5

0 5 10 15 20 25m

SCALE 1:500

N

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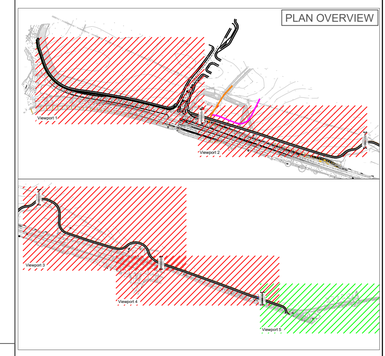
KEY:

- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED

PLAN OVERVIEW



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A5 CYCLEWAY IMPROVEMENT

Sheet Title

PROPOSED LAYOUT
SHEET 3

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Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	SK	H	0005	P02

TTE_MT_v1

PENNINE WAY UNCONTROLLED CROSSSING POINT

EXISTING HEDGES/VEGETATION TO BE TRIMMED BACK ALONG THE EXISTING FOOTWAY

SHARED USE CYCLEWAY TIES IN TO EXISTING FOOTWAY ARRANGEMENT AND A CROSSING POINT IS PROVIDED ON THE OTHER SIDE OF THE ROUNDABOUT AT PENNINE WAY.

FOR FURTHER INFORMATION REGARDING THE SPEED LIMIT CHANGE TO 50MPH. PLEASE REFER TO INSERT A

CUTLINE INSERT A

EXISTING 1m HARDSTRIP

PROPOSED SHARED USE CYCLEWAY

PENNINE WAY MERGE TO A5:
1m HARDSTRIP RETAINED WITH A 0.5m SEPARATION STRIP WHICH DELINEATES THE PROPOSED 2m SHARED USE CYCLEWAY/FOOTWAY

PLEASE REFER TO INSERT B FOR FURTHER INFORMATION AT PINCH POINT

TIES INTO KINSALL GREEN PROPOSALS

GREEN LANE;
ROUNDABOUT EXIT REDUCED TO 1 LANE APPROACHING NEW TOUCAN CROSSING FOR SHARED USE ROUTE IN CENTRAL RESERVE. EXISTING FOOTWAY ROUTE TO BE UPGRADED.

PROPOSED UNCONTROLLED CROSSING

A5 WEST APPROACH:
LANE GAIN FROM PENNINE WAY MERGE, WIDENING TO FOUR LANES AT J10 STOP LINE. REVISED KINSALL GREEN ACCESS. WIDENED SHARED USE ROUTE . CONSIDERATIONS OF SIGNAGE AND LIGHTING ADJUSTMENTS WOULD NEED TO BE UNDERTAKEN AT A LATER STAGE.

WIDENING TO FOUR LANES OPPOSITE GREEN LANE. SHARED USE ROUTE IMPROVED FROM A5 TO GREEN LANE WITH NEW TOUCAN CROSSINGS. REVISED ROAD MARKINGS, SIGNING AND SIGNALS.

TO ENSURE THE ROUNDABOUT IS CD143 COMPLIANT THE SHARED USE ROUTE REQUIRES WIDENING. ADDITIONAL WORK WILL BE REQUIRED REGARDING THE EXISTING EMBANKMENTS/SLOPES. OWNERSHIP OF LAND WILL BE A FACTOR

PROPOSED SHARED USE CYCLEWAY

PROPOSED CONTROLLED CROSSING

RESTRICTED TO 2.74m ON THIS SIDE DUE TO THE BRIDGE DECK.

PROPOSED SHARED USE CYCLEWAY

PROPOSED CONTROLLED CROSSING

EXISTING EMBANKMENT TO BE RE-GRADED (MAX 1:3 SLOPE) TO ACCOMMODATE PROPOSED WIDENING

PROPOSED SHARED USE ROUTE DEVELOPED AS PART OF THE A5 EAST IMPROVEMENT

TO ENSURE THE ROUNDABOUT IS CD143 COMPLIANT THE SHARED USE ROUTE REQUIRES WIDENING. ADDITIONAL WORK WILL BE REQUIRED REGARDING THE EXISTING EMBANKMENTS/SLOPES. OWNERSHIP OF LAND WILL BE A FACTOR

VRS SYSTEM OMITTED FROM THE DRAWING AT THIS STAGE. EVERY SHARED USED CYCLEWAY DEVELOPED ON THE ROUNDABOUT WILL REQUIRE NEW VRS INSTALLATION ONCE LAYOUT AGREED.

DRAWING BASED ON OS MAPPING, TOPOGRAPHICAL SURVEY REQUIRED TO OMIT ANY DISCREPANCIES

N

INSERT A

NEW 50mph SPEED LIMIT STARTS 120m WEST OF PENNINE WAY BRIDGE

CUTLINE INSERT A

INSERT B

A5 WEST APPROACH:
LANE GAIN FROM PENNINE WAY MERGE, WIDENING TO FOUR LANES CREATES A PINCH POINT DUE TO THE HIGHWAY BOUNDARY FENCING.

A5 WEST APPROACH- PINCH POINT

0 10 20 30 40 50m
SCALE 1:1000

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Project Name

M42 JUNCTION 10
ROUNDABOUT IMPROVEMENT

Sheet Title

PROPOSED LAYOUT

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B033920	- TTE	- 00	- ZZ	- PL	- H	- 0001	P01

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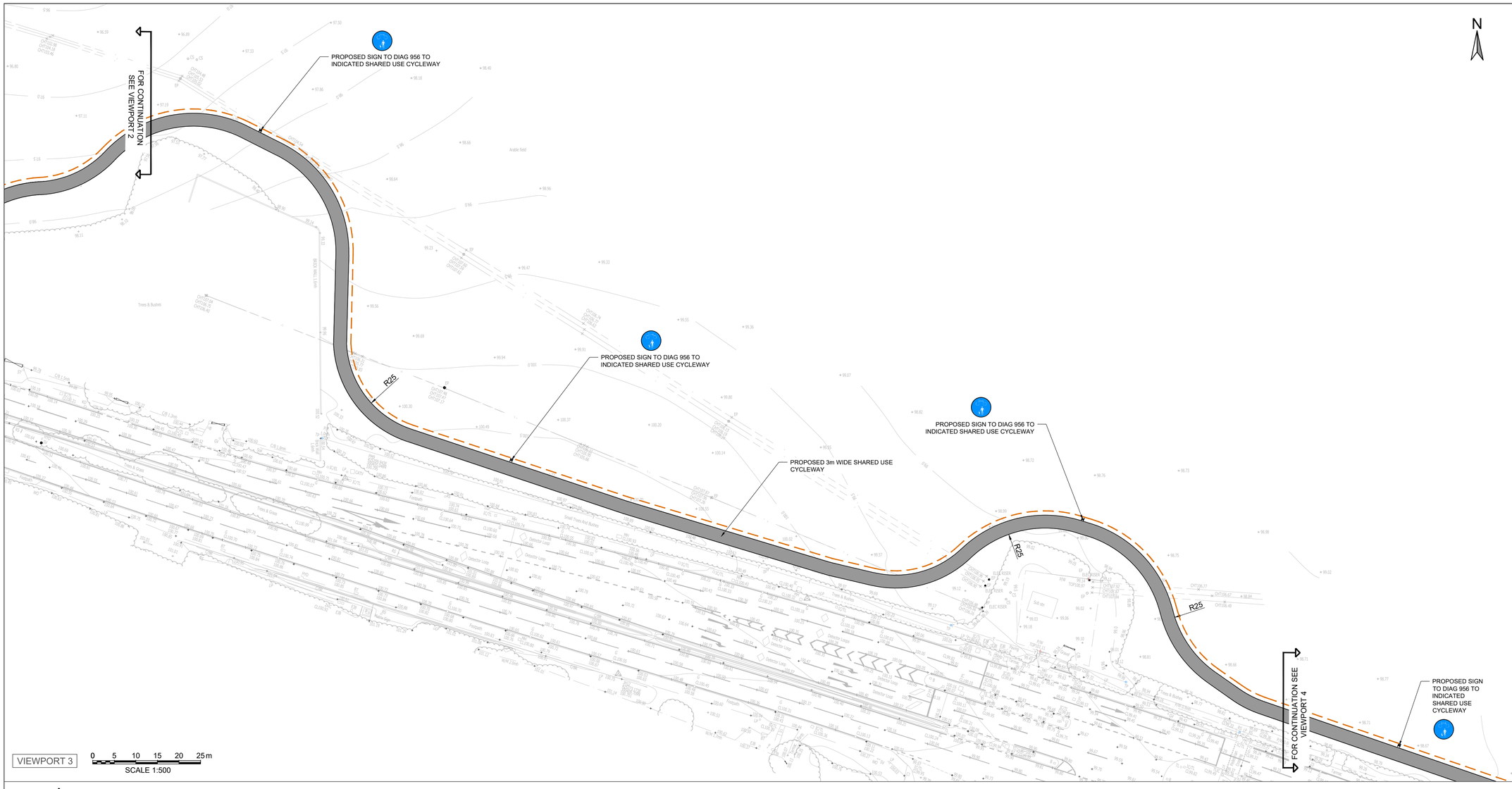

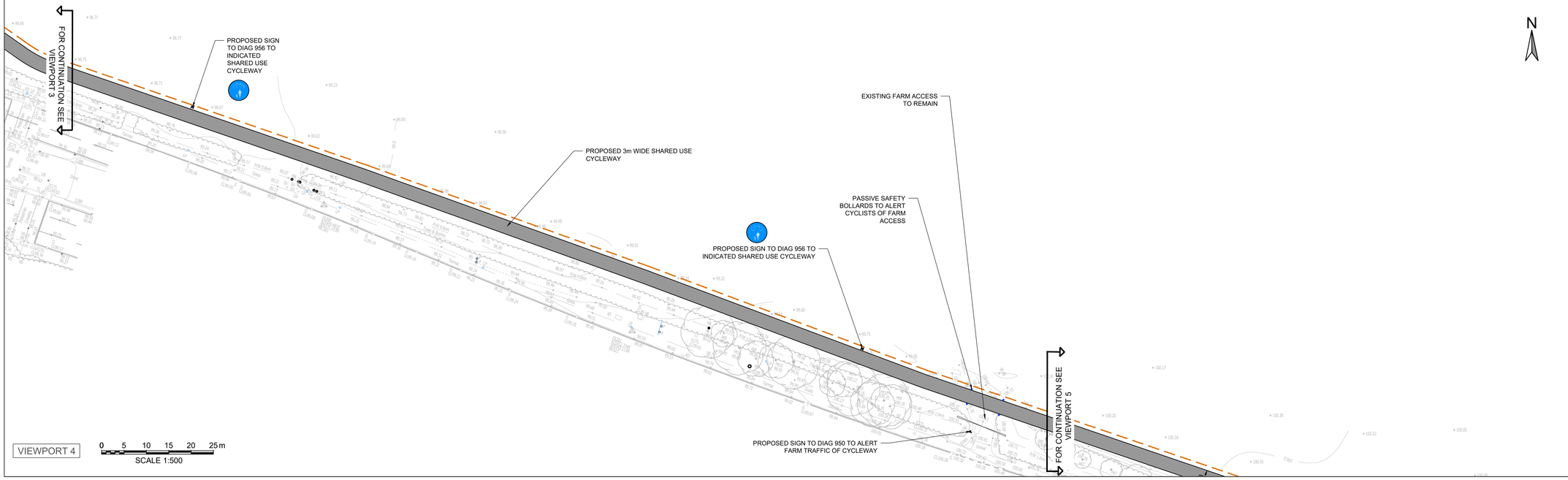

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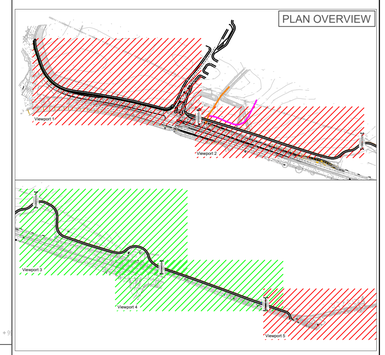
KEY:

- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- PASSIVE SAFETY BOLLARDS



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Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title

PROPOSED LAYOUT
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B033920	- TTE	- 00	- ZZ	- PL	- H	- 0004	P01

TTE_MT_v1

APPENDIX B: TT REPORT – HOW FAR DO PEOPLE WALK?

VIEWPOINT

Distance guidelines not fair reflection on how far people are willing to cycle and walk

Gareth Wakenshaw and Nick Bunn
WYG

Is current guidance on walking and cycling distances in need of an overhaul? And, if so, why does this matter? These distances form the basis of many decisions about where we live and work. Distances are used as criteria in assessing land allocations in Local Plans and in determining planning applications. They are also used in decision-making around transport infrastructure, including bus stops.

We decided, firstly, to investigate the distances on which existing guidance is based and then, secondly, to research the National Travel Survey (NTS) data to find out how far people actually walk and cycle.

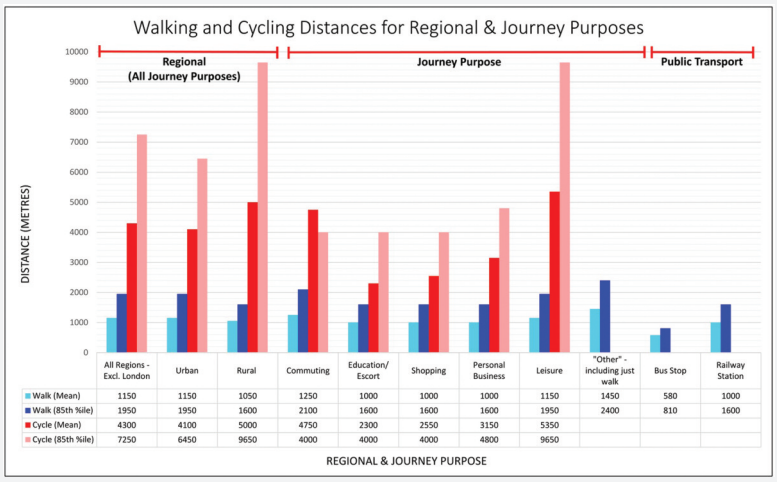
The old *Planning Policy Guidance 13*: Transport advised that walking and cycling could replace short car trips of 2km and 5km respectively. In 2012, PPG13 was withdrawn and replaced with the *National Planning Policy Framework*, which does not provide any specific guidance on walking or cycling distances.

The Institute of Highways & Transportation 2000 Guidelines for Providing for Journeys on Foot provided 'suggested acceptable' walking distances but gave no evidence in support.

The Chartered Institute of Highways & Transportation (CIHT's) current 2015, *Planning for Walking* offers no firm guidance either other than: "Most people will only walk if their destination is less than a mile away". But it does recognise the lack of supporting evidence and that more work is needed.

CIHT's 2014 *Planning for Cycling* guidance also provides limited guidance. So, it is clear that existing guidance is limited for walking, missing for cycling, and backed by out of date evidence.

The NTS is a UK-wide survey of around 15,000 households and around half fully co-operate. This is around 18,000 individuals (Department for Transport, 2010, 2011 and 2012). We used the 2010 to 2012 NTS dataset, which provides more than 30,000 records for walking and over 15,000 records for cycling from home for a range of journey purposes.



	All Regions - Excl. London	Urban	Rural	Commuting	Education/ Escort	Shopping	Personal Business	Leisure	"Other" - including just walk	Bus Stop	Railway Station
Walk (Mean)	1150	1150	1050	1250	1000	1000	1000	1150	1450	580	1000
Walk (85th %ile)	1950	1950	1600	2100	1600	1600	1600	1950	2400	810	1600
Cycle (Mean)	4300	4100	5000	4750	2300	2550	3150	5350			
Cycle (85th %ile)	7250	6450	9650	4000	4000	4000	4800	9650			

We then reported the mean and 85th percentile walking and cycling distances. The mean establishes the average distance people walk and cycle, whilst the 85th percentile can be taken as the distance people are prepared to walk or cycle and beyond which they are less likely to do so.

We first explored the walking and cycling distances for regional variation and then for journey purpose.

The graph above summarises the reported walking and cycling distances in different regions and different journey purposes. Perhaps surprisingly, it shows that people walk further in urban areas compared to rural areas, particularly at the 85th percentile level.

There is variation in the mean and 85th percentile walk distance for different journey purposes, with commuting and 'other', including just walk purposes having the longest walking distances.

Walking is mainly used for leisure and 'other' purposes, which together account for 40% of all walking journeys. Education and shopping each account for just under 20% of walking trips, with mean and 85th percentile walking distances of 1,000m and 1,600m respectively. The walking distance for commuting is longer, with an 85th percentile of 2,100m, but only 7% of walking journeys are for commuting.

People cycle much further in rural areas compared with urban areas, particularly at the 85th percentile level. There is variation in the distances cycled at the average and 85th percentile distances for all journey purposes. Cycling is mainly used for commuting and leisure, accounting for 68.3% of all trips, and the longest distances of 8,050m and 9,650m respectively at the 85th percentile.

Shopping and education account for 11.6% and 10.6% of all trips and have the lowest cycled distances of 4,000m at the 85th percentile.

What does this mean, particularly for the accessibility of development sites? Based on our research, the catchment for accessibility to a range of facilities should be based on the 85th percentile for the relevant journey purpose, e.g. an employment development should use the commuter distance of 2,100m, a new school should use 1,600m (education/escort education), whilst a residential development should use 1,950m (all journey purposes). Likewise for cycling, an employment development should use a catchment of 9,150m; a new school should use 4,000m; whilst a residential development should use 7,250m.

Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m at the 85th percentile, notably longer than CIHT's 400m maximum distance. The average walk distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT's guidance of 800m.

From our research, it is clear that current guidance distances do not reflect those which people are prepared to walk and cycle to different facilities. That is why we believe there should be new distances, taking into account journey purpose using up-to-date information. LTT

Nick Bunn and Gareth Wakenshaw are transport planners at professional services firm WYG

In Passing

LTT This month marks the 50th anniversary of the introduction of the maximum legal blood alcohol drink-driving limit in the UK (80mg of alcohol per 100ml of blood, then and now) and official statistics on alcohol-related road deaths, which began in 1979, indicate that the number of fatalities caused by drink-driving has fallen from 1,640 in that year to 200 in 2015 – a drop of 88%. It hardly feels like a cause for celebration when more than 1,800 people are still being killed on or roads each year. Nevertheless, it would seem churlish not to raise a small glass in honour of the DfT's 50-year plus THINK! campaign to drastically reduce the amount of drink-driving, given its manifest success. But please give us your car keys first.

LTT The phrase 'replacement bus service' is one that will chill the blood of any regular user of our nation's railways but *The Daily Mail*, which never knowingly passes up an opportunity to terrify its readers, recently warned said readers that, due to the recent shenanigans at Ryanair, the phrase could soon become all too familiar to airline passengers. "Ryanair could replace flights with buses as it offers 'comparable transport' in order to limit its £1bn compensation bill," the paper warned. "The airline has promised to ensure refunds to 750,000 passengers after cancelling 20,000 flights, which means that customers stranded after their flights were cancelled can fly for free with rivals if there are no Ryanair seats available. However, rules dictate that if this is impossible then they could also offer to pay for trains, car hire or even buses." Oh, the horror.

LTT News that a city of close to a million people is planning to start handing out free public transport passes to every city centre worker, regardless of income or intent to actually use the things, in order to reduce road traffic congestion and pressure on inner city parking spaces, might cause some readers to speculate on where this city might me. Sweden, perhaps? Or maybe the Netherlands? Nope – the city in question is Columbus, Ohio, in the good ol' car-loving US of A. So is this move a game changer for car use across the Atlantic? We'll have to wait and see, unfortunately, as a two-year trial of the scheme isn't due to begin until the summer of 2018. So watch this (parking) space.

LTT When is a bus not a bus? When it's art, at least according to Reading Buses, which is supporting a local artist's plans to turn one of its double-deckers into a mobile art gallery. Local artists are being invited to contribute ideas exploring the theme of public mobility and how it relates to the sense of place and community by October 16, which is next Monday, so any Reading residents who fancy getting involved had better get their skates on. Once galleried up, the bus in question will be operational on regular routes operated by Reading Buses, according to the company, although it doesn't say where the passengers are going to go to make room for the art.