



Planning Application Type: Outline

Proposed Development: Land at Junction of Newark Road, Coxmoor Road, Sutton in Ashfield,

Ref: V/2022/0629

TRANSPORT AND TRAVEL SERVICES RESPONSE – 20/09/2022

General Observations and Accessibility

The planning application covers an area of land to the Southeast of Newark Road in Sutton-in-Ashfield and is for a residential development of up to 300 dwellings. Site access appears to be via a single new access on to Newark Road.

Bus Service Support

Nottinghamshire County Council's Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas should be located within a maximum of distance of 400metres and desirably no more than 250 metres. The closest existing bus stops are located on Sotheby Avenue, denoted Searby Road and located approximately 450 metres from the centre of the site. There is also an alternative pair of stops located on Kirkby Folly Road, denoted Kirkby Folly Road and approximately 840 metres from the centre of the site.

Transport & Travel Services has conducted an initial assessment of this site in the context of the local public transport network The following bus services serve the stops located on Sotheby Avenue:

- Trentbarton operates the 3C: This service operates between Nottingham and Mansfield; operating a 30-minute service Monday-Saturday; with an hourly Sunday service.

The following bus services serve the stops located on Kirkby Folly Road in both directions:

- Trentbarton operates the 3C: This service operates between Nottingham and Mansfield; operating a 30-minute service Monday-Saturday; with an hourly Sunday service.
- Trentbarton operates the 90: This service operates between Sutton in Ashfield and Ripley operating an hourly service Monday-Saturday; with no Sunday service provision.
- Trentbarton operates the Black Cat: This service operates between Derby and Sutton In Ashfield; operating an hourly service Monday-Saturday; with no Sunday service provision.

Buses provide access to employment, education, health and other essential services. Evidence from Greener journeys states that a 10% improvement in bus service connectivity is associated with a 3.6% reduction in social deprivation and a 10% reduction in bus journey times and would mean 50,000 more people in work across the UK. New developments in urban centres that are well connected by public transport can stimulate 50% more growth comparable to a similar development on the fringe with no connectivity.

The following comments in the Transport Statement (summarised) are noted:

Executive Summary - to encourage public transport travel, it is proposed to provide funding contributions towards bus service enhancements and bus stop improvements. The bus service would not route through the site, but the development layout would be designed to allow this in the future.

Section 3.16 - a bus service would not be routed through the development, and instead improvements would be made to the existing off-site bus stops and services. However, should the land to the south-west of the development be developed in the future, meaning that the road

connection provided, a bus service would then be routed through the site. Hence, the internal roads within the proposed development would be designed to facilitate bus access (6.2m in width) and provide suitable locations for bus stops within the development, should they be required in the future. The current linear spine road configuration, as submitted, appears to terminate within the site with no through access. Any through access in the future would allow for a service to be extended through the development. The current closest stops exceed the Highway Design Guidance, so any service access into the site would make the site acceptable in terms of access to sustainable transport.

A 6.75 metre highway width is required to support future bus access, and potential two-way operation. Any future bus access will be subject to appropriate funding and agreements with local bus operators in context with the prevailing local network, including the details of any future extension through adjacent sites or loop, and identified travel needs.

Transport & Travel Services will request a Planning Obligation to state the below:

A Bus Service contribution of £200,000 is paid to provide improvements to the local bus services to serve the site.

Justification: For this site to be sustainable in planning terms, additional public transport provision would be required to accommodate the additional demand. It is estimated that this development will generate up to 60 public transport trips per day (120 two-way trips). The requested bus service contribution would enable either an enhancement of any of the existing services to provide capacity to meet the identified trip demands from the site and/or potentially a diversion of a service(s) into the site should access be provided as part of this or any future development. The local bus service network is subject to review and the level of contribution requested is reflective of the current anticipated cost to support the service enhancements.

National Bus Strategy: In March 2021 the government published its document 'Bus Back Better – A National Bus Strategy for England', as part of an initiative to build back better services post pandemic. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs). This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment at all times of the day and night. The requirements of the National Bus Strategy should be reflected in the public transport facilities for this site.

Bus Stop Infrastructure

The current infrastructure observations from Transport & Travel Services photographic records are as follows:

<u>AS0324 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter
<u>AS0551 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter
<u>AS0567 Searby Road</u> –	Bus stop pole and flag, raised boarding kerbs
<u>AS0566 Searby Road</u> –	Bus stop pole and flag, raised boarding kerbs

The Council will request that a Planning Obligation be added to state the below:

A Bus Stop Infrastructure contribution of £42,600 is paid to provide improvements to the four bus stops noted above and shall include real time bus stop poles and displays including electrical connections and raised boarding kerbs.

Transport & Travel Services will also require new bus stop infrastructure to be installed close to / within the development through Section 38 and Section 278 agreements where appropriate.

Any planning permission should be subject to the following Planning Condition: No part of the development hereby permitted shall be brought into use unless or until plans denoting the location of new bus stops within the site have been made to the satisfaction of the Local Planning Authority and shall include: Bus stop pole including flag; bus shelter; solar lighting in bus shelter; raised kerb; real time displays and associated electrical connections; bus stop clearway; lowered access kerbs; additional hard stand (if required).

Justification: The current level of facilities at the specified bus stops are not at the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance¹.

The level of funding requested would provide the following improvements:

<u>AS0567 Searby Road –</u>	Real time bus stop poles & displays incl. electrical connections
<u>AS0566 Searby Road –</u>	Real time bus stop poles & displays incl. electrical connections
<u>AS0551 Kirkby Folly Road –</u>	Real time bus stop poles & displays incl. electrical connections, raised boarding kerbs
<u>AS0324 Kirkby Folly Road –</u>	Real time bus stop poles & displays incl. electrical connections, raised boarding kerbs

New bus stops within the site delivered by Planning Condition:

New Bus Stop 1 Real time bus stop pole & display incl. electrical connections, polycarbonate bus shelter, solar or electrical lighting, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearways

New Bus Stop 2 Real time bus stop pole & display incl. electrical connections, polycarbonate bus shelter, solar or electrical lighting, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearways

The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. Research conducted by Transport Focus has highlighted that at-stop real time information is seen as an important factor for non-bus users and is therefore encourages modal shift to public transport. The real-time displays also provide other network information, including details of current and future disruptions, roadworks and special events, including community information which is not otherwise readily obtainable in a concise format. The displays can therefore help users with making informed decisions about their current and future journeys. Research conducted in Auckland in 2018 suggests that whilst digital access to information by phone is important, digital at stop screens were the highest rated touchpoint at 57%. Department for Transport statistics 2007 reported that satisfaction of personal safety is higher where a shelter is specified, and higher still with real time information.

To deliver modal shift customers need to be attracted to use the bus services, by providing high quality infrastructure. Research from the university of Minnesota suggests that bus stop amenities, such as real time information, shelters and seating, significantly reduces the perceived waiting time for passengers by up to half. The study also suggests that it can makes passengers feel safer, especially women who perceive that their surroundings are unsafe. Further studies by the university of Utah established that stops with shelters and benches patronage grew more than at stops without. A request for a bus shelter is justified if patronage exceeds more than one boarding passenger per journey in areas with a less frequent service i.e., less than every 10 minutes. It is expected that with the additional demand from this development the threshold will be met.

Lighting is essential to promote the use of services on dark mornings / evenings and for making customers feel safer and reducing vandalism. Solar lighting will be provided at the shelter.

Raised boarding kerbs will provide level access boarding and alighting for people with pushchair's, wheelchairs, and those with reduced mobility.

The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

Improvements to bus stop infrastructure are a valuable strategic investment in the promotion of the bus network. High quality, modern, attractive, well-designed infrastructure is vital in encouraging

modal shift. Therefore, these Improvements are necessary to achieve an acceptable standard to promote sustainable travel and make the development acceptable for public transport access. The specified improvements are consistent with the standard set out in the Council's Public Transport Obligations Funding Guidance¹ and the Developer Contributions Strategy² and has included consideration of other sustainable travel options, including cycling and walking facilities serving the site.

School Transport

The closest schools to the site include Croft Primary School and Sutton Community Academy. At this time, it is not envisaged that contributions towards school transport provision will be sought.

Sustainable Travel

Transport & Travel Services will request that any significant development includes a scheme of free introductory bus passes. These should be made available to residents upon occupation of the development, to encourage usage of public transport, which should also be set out in the Travel Plan. Ticketing incentives are a proven intervention which ensures that developers are able to meet their modal shift targets from the outset. The optimal time to encourage modal shift is upon occupation of the development before alternative travel patterns become embedded. The Travel Plan should include reference to a suitable target for public transport modal share to achieve an uplift in the target share for this site.

Any planning permission should be subject to the following Planning Condition:

No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development upon occupation, are submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Payment Triggers – In the event that the funding requests are supported the preferred triggers for payment are as follows:

Bus Service Improvements - 50% of the total upon completion of 25% of the dwellings; 50% of the total upon completion 75% of the dwellings

Bus Stop Infrastructure – Prior to Occupation

The improvements would include an enhanced public transport provision, improvements to bus stops and new bus stops within the site, so are directly related to the development, fair and reasonably related in scale and kind to the development and necessary to make the development acceptable in planning terms (300 dwellings).

The Council reserves the right to re-assess its contribution requirements if, after six months, a decision on any application is still awaited or the s106 agreement has not been completed.

Further information can be supplied through developer contact with Transport & Travel Services.

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¹ - <https://www.nottinghamshire.gov.uk/media/2904603/publictransportplanningobligationsfundingguidanceforprospectivedevelopers.pdf>

² - <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy>