

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 – 19/02/2024

Note: This submission supersedes Transport and Travel Services comments included with the Nottinghamshire County Council Planning Policy response for the above application dated 4th November 2022.

General Observations and Accessibility

The planning application re-consultation covers an area of land to the south-east 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. The closest bus stops are located approximately 840 metres from the centre of the site.

Bus Service Support

In 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) delivered through Enhanced Partnerships, which consider how a coherent and integrated network should serve schools, health, social care, employment and other services. This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment. The requirements of the National Bus Strategy should be reflected in the public transport facilities for this site.

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 400 metres and desirably no more than 250 metres. The closest existing bus stops are located Kirkby Folly Road approximately 840 metres from the centre of the site. A summary of the current services that serve the closest stop(s) are detailed below:

Service No. (Operator)	Route	Service Frequency & Operating Times		
		Weekday	Weekend	
		Mon - Fri	Sat	Sun
3C trentbarton	Ilkeston – Heanor – Eastwood – Kirkby – Sutton-in-Ashfield - Mansfield	05:00 to 00:00 up to every 20 minutes	05:00 to 00:00 up to every 20 minutes	08:00 to 00:00 hourly
33 trentbarton	Origin – route - destination	06:00 – 19:00 hourly	06:00 – 19:00 hourly	No Service
90 trentbarton	Mansfield (Mon-Fri) – Sutton – Kirkby – Selston – Ripley (peak hour x90 operated by Stagecoach)	06:40 – 18:15 hourly	07:45 – 20:00 hourly	No Service

In August 2023 trentbarton withdrew their 3's (C variant) along Searby Road/ Sotheby Avenue with a revised line of route serving the Kirkby Folly Road stops, situated more than 800 metres from the centre of the site. This exceeds the guideline walk distance.

The Transport Assessment Executive Summary 8.10 states: *“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.”*

and...

“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.”

The internal roads within the proposed development would be designed to facilitate bus access (minimum 6.2m 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.

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

A Bus Service contribution of £220,000 is paid to provide improvements to the local bus services to serve the site.

Justification: For this site to be sustainable for public transport access, 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.

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

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

A Bus Stop Infrastructure contribution of £45,600 is paid to provide improvements to the two bus stops denoted AS0324 and AS0551 Kirkby Folly Road.

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>AS0324 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearway or other enhancements as required
<u>AS0551 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, extended hardstands/footways enforceable bus stop clearway or other enhancements as required

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 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. 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.

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 Guidance² and the Developer Contributions Strategy³ and has included consideration of other sustainable travel options, including cycling and walking facilities serving the site.

On Site Facilities - The walk distance access to the closest bus stops is more than 800 metres from the centre of the site and exceeds the guideline walking distance for developments in urban areas. To support bus service access into the site a temporary bus turning facility should be specified. Transport & Travel Services also require new bus stop infrastructure to be installed close to / within the development through Section 38 and Section 278 agreements where appropriate.

The Council requests that any planning consent be subject to the following Planning Conditions:

- 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 any of the following: real time bus stop flags, poles & displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs; additional hard stand (3.5metres x 7metres if required), black top dressing (tarmacadam) and the above to be installed to an agreed timescale.
- No part of the development hereby permitted shall be brought into use unless or until plans denoting a temporary bus turning facility within the site have been made to the satisfaction of the Local Planning Authority including a sept path analysis and the above to be installed to an agreed timescale.

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 can 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 improvements – 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. The provision of bus stops within the site are relevant to the development and enforceable, precisely specified, and fairly and reasonably related in scale and kind to the development (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/2902368/31-general-geometry-of-residential-streets.pdf>

² - <https://www.nottinghamshire.gov.uk/media/2904603/publictransportplanningobligationsfundingguidanceforprospectivedevelopers.pdf>

³ - <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy>