Land at Moorway Lane, Derby

Travel Plan

Client: Ainscough Strategic Land

i-Transport Ref: JM/BD/ITM16217-006B

Date: 08 October 2025

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SECTION 1 Introduction

1.1 Overview

1.1.1 Ainscough Strategic Land has prepared an outline planning application for a residential development on Land at Moorway Lane, Derby for up to 350 dwellings and a local centre. This document is the Framework Travel Plan (FTP) which is submitted alongside the Transport Assessment (ref: ITM16217-005). Details of the proposed development and the approach to the FTP are set out below.

1.2 Description of Development

1.2.1 The development description is:

> ***Outline application for the construction of up to 350 dwellings and local centre with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Moorway Lane)***

1.2.2 The local centre will provide up to 1,000sqm of flexible floor space, comprising Use Classes E, F1, F2, with no more than 400sqm of E(a) or E(b). It will also include a mobility hub.

1.2.3 The site is located to the south of Derby City Centre with Moorway Lane to the west and Millenium Wood to the north. The site is shown in **Image 1.1** below. Derby City Council (DCC) is the local planning authority and local highway authority.

Image 1.1: Site Location

1.3 Approach to the FTP

1.3.1 The FTP sets out the aim and objectives for the implementation of the FTP, adopting the vision set out in the Transport Assessment (ref: ITM16217-005). It includes targets, which are aligned with scenarios 2 and 3 from the Transport Assessment – with Scenario 3 being a long-term ambition and Scenario 2 being set as an achievable medium-term target. The FTP also sets out the measures that will be implemented on-site as well as the proposed improvements off-site that will aid in achieving the vision of the development.

1.3.2 The FTP will be developed into a 'Full Travel Plan' as part of future Reserved Matters Applications (RMAs) that will establish details of the development.

1.4 Structure of FTP

1.4.1 This FTP is structured as follows:

- Section 2 – Aims, Objectives and Benefits
- Section 3 – Existing Transport Provision

- Section 4 – Development Proposals
- Section 5 – Targets
- Section 6 – Measures
- Section 7 – Monitoring Strategy
- Section 8 – Action Plan

SECTION 2 Aims, Objectives and Benefits

2.1 Aims

2.1.1 The principal aims of this FTP are:

- To promote active travel and other sustainable travel modes amongst future residents of the site; and
- Reduce single vehicle occupancy trips and minimise the traffic impacts of the development.

2.2 Objectives

2.2.1 The following objectives have been identified to support the principle aims of this FTP:

Increase opportunities for the uptake of active and healthy travel

Improve mode of travel choice and encourage the uptake in active and sustainable travel

Improve the local environment via reduced emissions and noise

Reduce reliance on private car use and shift away from car dependency

2.3 Benefits

2.3.1 There are a range of benefits that are associated with achieving the aims of the FTP. These benefits will be highlighted within the Full Travel Plan and promoted amongst future residents on the site. These benefits include:

- Health benefits associated with an increased uptake in active travel;
- Improving local air quality and reducing noise pollution;
- Cutting carbon emissions and their contribution to climate change;
- Social aspects of sharing travel with other people; and
- Reduced congestion of surrounding roads.

2.4 Vision for Moorway Lane

2.4.1 This FTP reflects the sustainable transport vision for the proposed development at Moorway Lane as set out within the Transport Assessment. The vision considers who the development is for (i.e., the future residents), and ***why***, ***when*** and ***how*** they may travel to and from the development. The vision for the development at Moorway Lane comprises of five key elements which are set out below.

2.4.2 Achieving the vision will benefit the existing community (and beyond) as well as future residents of the new development.

2.4.3 The targets and measures identified within this FTP are set within the context of achieving the vision. The sustainable transport vision from the Transport Assessment is set out overleaf.

SUSTAINABLE TRANSPORT VISION		
1. Creation of a healthy, walkable neighbourhood		• Creation of a local centre within the site, to serve a local, walkable catchment • Provision of pleasant, attractive and safe active travel routes within the site, connecting into the wider network of cycle routes, footway and public rights of way (PRoW), and ensuring routes to school, retail and other key facilities are attractive options • Facilitating easy access to local bus services on Squires Way and Oaklands Avenue
2. Designing streets for people		• People-friendly spaces, with direct, safe, attractive routes • Street design that prioritises safety and accessibility for all, including older people, children, and those less mobile • Street design for low vehicle speeds
3. Reducing car dominance		• Car parking quantum to reflect a balance to accommodate likely demand whilst seeking to reduce car dependency • Minimising the dominance of cars within the streets
4. Supporting future mobility		• Including Electric Vehicle (EV) charging infrastructure, opportunities for car clubs, and digital connectivity • Promoting travel behaviour change through the delivery of a Travel Plan, with information and incentives for new residents to adopt sustainable travel habits
5. Working with the landscape		• Working with the retained hedgerow and trees and views southward to the countryside south of Derby to add character and interest to the active travel routes • Providing leisure routes connecting to the existing ProWs routes through Millenium Wood to the east and Heatherton Pond to the west

SECTION 3 Existing Opportunities for Sustainable Travel

3.1 Overview

3.1.1 This section of the FTP summarises the existing opportunities for sustainable travel, with respect to the key local facilities, infrastructure for active travel and public transport services.

3.1.2 The Transport Assessment contained a detailed review of accessibility and connectivity of the proposed development by active travel and public transport provision by considering:

- The existing active travel infrastructure;
- The existing public transport provision;
- Likely destinations for future residents and their journeys;
- The likely active travel and public transport options for travel to the destinations identified; and
- An audit of these routes.

3.1.3 The Transport Assessment also considers how the proposed development at Moorway Lane will connect into the existing network and prioritise sustainable transport, considering:

- Site access;
- Off-site transport improvements;
- The Travel Plan; and
- The principles for the internal site layout.

3.2 Local Facilities

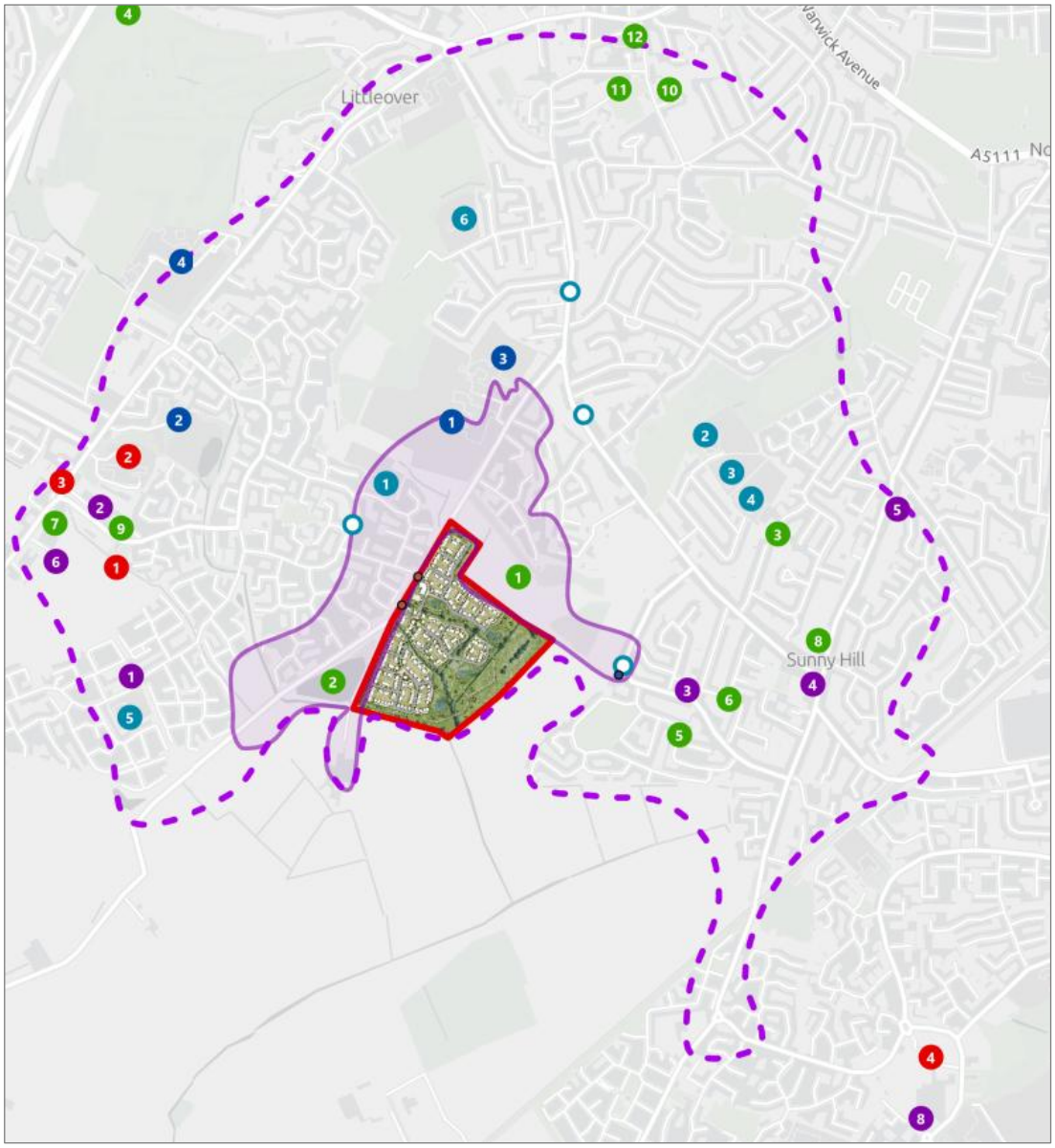
3.2.1 The site is located south of Derby City Centre with Heatherton Village to the west of Moorway Lane, Millenium Wood to the north and the existing urban settlement on Oaklands Avenue to the east. The site is located near a good range of local facilities which are reachable by active travel and sustainable modes of transport.

3.2.2 There is Derby Moor Spencer Academy located on Moorway Lane just north of the proposed development and local retail and other education facilities within Heatherton Village to the west.

3.2.3 There are also many facilities located towards and within Derby City Centre that can be reached by cycling along designated and signposted routes as well as bus services from Hetherton Village and Oaklands Avenue.

3.2.4 **Image 3.1** is an extract of the Key Facilities Plan that is presented within the Transport Assessment. This shows that many of the key facilities are within 800m or 2km walking/cycling catchment.

Image 3.1: Extract of Key Facilities Plan



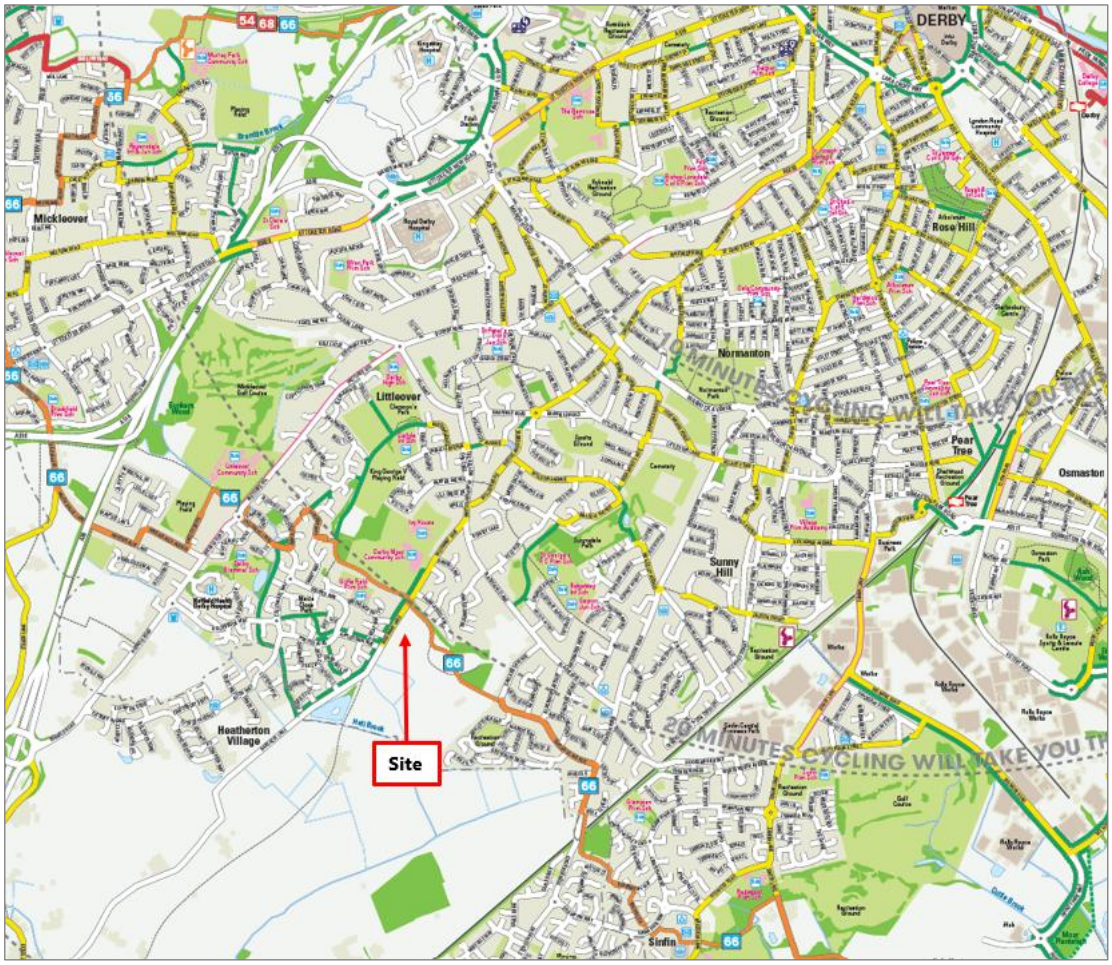
Source: i-Transport – Full Plan attached at the end of the FTP

3.3 Active Travel Provision

3.3.1 There is a good network of pedestrian footways and cycle routes within the vicinity of the site. There are existing footway/cycleway routes that run parallel to Moorway Lane and permeate through Heatherton Village to the west. Pedestrian footways are present with street lighting on the surround network with signalised crossing points on Blagreaves Road to the north and on Stenson Road to the east.

3.3.2 The development proposals include a pedestrian/cycle connection to Millenium Wood to the north which will provide a connection to Oaklands Avenue where there are bus services as well as further facilities. There is also regional cycle route 66 which runs through Millenium Wood and continues northwest along a shared footway/cycleway towards King George V Fields and beyond. There is also a good network of signposted cycle routes across Derby City and the development will prioritise connection to this network for cyclists. **Image 3.2** below is an extract from the Active Travel Map Derby demonstrating this.

Image 3.2: Extract from Active Travel Map Derby



Source: Active Travel Map Derby (https://www.cyclederby.co.uk/pages/cycle-routes-maps)

3.4 Public Transport

3.4.1 There are bus services from Squires Way (Maize Close) in Heatheron Village and from Oaklands Avenue. Both bus stops provide services to a range of destinations across Derby City including the city centre, Hospital, Sinfin and Burton-on-Trent.

3.4.2 **Image 3.3** below shows the routes from the proposed development and the approximate distances to them based on the illustrative masterplan.

Image 3.3: Route to Bus Stops

3.4.3 **Image 3.3** above demonstrates that the majority of dwellings on the proposed site could reach a bus stop within 800-900m with some being closer to Squires Way (Maize Close) and others to Oaklands Avenue.

3.4.4 **Table 3.1** summarises the bus services from these bus stops. The Transport Assessment provides greater detail of the services in terms of journey times and frequency of services across the week.

Table 3.1: Bus Services Summary

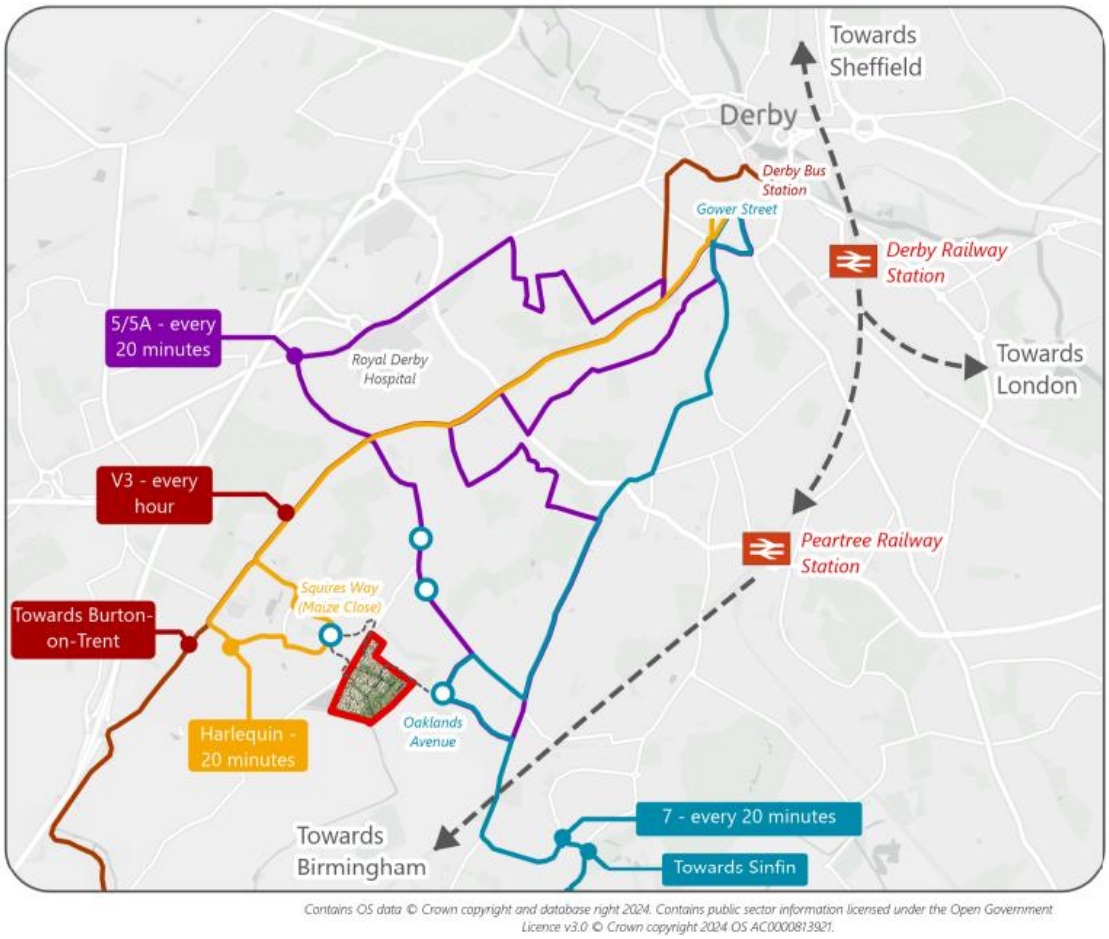
Bus Stop	Service	Route	Weekday Frequency
Squires Way (Maize Close)	Harlequin	Derby - Heatherton	3 services per hour
	V3	Derby – Maize Close - Burton	Evening only
	Link 1	Royal Derby Hospital – Maize Close	1 service per hour
Oaklands Avenue	5/5A	Derby - Littleover	2 services per hour
	7	Derby - Sinfin	3 services per hour

See Section 3.3 of Transport Assessment for more detailed review

3.4.5 There are also additional bus stops on Blagreaves Lane north along Moorway Lane.

3.4.6 **Image 3.4** shows the public transport opportunities including the rail services from Derby.

Image 3.4: Public Transport Opportunities



SECTION 4 Proposed Development

4.1 Overview

4.1.1 The proposed development will comprise up to 350 new homes with a mix of dwelling types and provision of affordable housing. There will also be extensive open and recreational space delivered on-site, a small local centre for residents of the proposed development and existing local residents nearby, active travel connections into existing networks and improved bus stop facilities on Oaklands Avenue

4.1.2 The proposed development will prioritise active travel and sustainable travel modes with a network of pedestrian and cycle routes through the site which connect to the existing networks. As this is an outline application, the masterplan will be finalised at the reserved matters stage.

4.1.3 It is proposed that there will be two vehicular/all modes accesses taken from Moorway Lane. There will be additional pedestrian cycle accesses along Moorway Lane as well as a pedestrian and cycle access to Millenium Wood.

4.2 Reserved Matters Principles

4.2.1 The planning application is being made in Outline, with all matters reserved except for access. This means that the details of the internal site layout – including street layout, cycle parking, car parking, and local centre, will be the subject of a future Reserved Matters Application (RMA).

4.2.2 The sustainable transport vision for the proposed development defines the principles that will guide the RMAs – creation of a healthy, walkable neighbourhood; designing streets for people; reducing car dominance; supporting future mobility; and working within the landscape. These principles are further defined overleaf in relation to their application to the RMAs.

Principles of the Sustainable Transport Vision for the RMAs	
	Connections to Moorway Lane, Heatherton Village and Oaklands Avenue • Provision of a new local centre, and connection to this for the local community • Upgrades to Moorway Lane, including reduction of the speed limit to 30mph, new footway/cycleway, and a new crossing • Provision of a pedestrian/cycle connection through the site to the Millenium Wood PRoW/regional cycle route, also connecting to the PRoW by Heatherton Pond, and connecting into the wider footway/cycleway network through Heatherton Village
	Bus access and mobility hub • The provision of routes within the site, and a crossing on Moorway Lane, to maximise the connectivity to the existing bus stops at Squires Way and Oaklands Avenue • Creation of a 'mobility hub' by the local centre – which could include including seating, wireless internet, interactive map/journey planning, cycle parking, and car club spaces
	Green and open spaces • Provision of a walking routes through the site and connecting to the PRoWs at Millenium Wood and Heatherton Pond, • Incorporating play areas and play on the way features along the active travel routes within the site • Embedding active travel routes within the green corridors, using retained and new landscape features to create interest along these routes – including ponds, trees, woodland, hedgerows, new planting, and seating
	Street design • People-friendly spaces, with direct, safe, attractive routes • Street design that prioritises safety and accessibility for all, including older people, children, and those less mobile • Street design for low vehicle speeds • Minimising the dominance of cars within the streets • The street hierarchy will comprise residential streets, private driveways, and active travel corridors
	Cycle parking • Secure cycle storage will be provided for all the new homes, and visitor cycle parking will be provided for the local centre and mobility hub • This will be provided in accordance with DCC adopted standards
	Electric vehicle (EV) charging and car parking • EV charging infrastructure will be provided in accordance with Building Regulations • The provision of car parking will reflect a balance to accommodate likely demand whilst seeking to reduce car dependency

4.3 Off-site Transport Improvements

4.3.1 The proposed development includes wider improvements to Moorway Lane to facilitate access to the site and to improve the environment for active travel. These improvements include the following:

- Widening of the Moorway Lane carriageway to 5.5m (from approximately 4.5m-4.9m at present). To minimise the impact on the trees, the following sections will be narrower than 5.5m:
  - A short section with priority shuttle working immediately to the north of the site, with a 3.7m wide carriageway for approximately 24m
  - A 5.0m wide section between the two accesses, for approximately 100m
- New footway/cycleway on the eastern side of Moorway Lane along the site frontage (with a short section diverted within the site to minimise the impact on the trees), up to the entrance to the Millenium Wood and the existing pedestrian crossing to the north
- A new informal pedestrian crossing on Moorway Lane at the southern end of the site frontage, to enable safer crossing and entry to the existing footway/cycleway on the western side of Moorway Lane
- Reduction in the speed limit on Moorway Lane from 40mph to 30mph

4.3.2 The proposed development will include a financial contribution to DCC to install a sensitive lighting system over the approximate 210m section of the route from the site through the Millenium Wood to Oaklands Avenue. The lighting will be designed in consultation with ecologists to limit the impact on wildlife. For example, the lighting could be cowled, low level, or sensor controlled.

4.3.3 In addition, the proposed development will include a financial contribution to DCC to upgrade the two bus stops on Oaklands Avenue to provide a shelter with seating and timetable information.

4.3.4 These improvements will ensure that the proposed development is well connected to the existing pedestrian/cycle and public transport networks.

SECTION 5 Targets

5.1 Initial Targets

5.1.1 The principal aims of this FTP are to reduce the number of single occupancy vehicle trips to and from the site and encourage a shift and uptake in active travel and sustainable modes of travel. The use of targets will enable effective monitoring of the success of the Full Travel Plan.

5.1.2 The Transport Assessment sets out in detail a sustainable transport vision for the proposed development and a scenario based approach to the assessment.

5.1.3 The following three 'scenarios' were tested which looked at different mode share proportions:

- Scenario 1 reflected high vehicle trips, estimated using TRICS Vehicle trip rates.
- Scenario 2 reflects the current local context, estimated using mode share proportions for Derby City Local Authority area from TEMPro, an interface for the National Trip End Model.
- Scenario 3 reflects policy for a shift towards more active travel and public transport use.

5.1.4 The mode share assumptions for the three scenarios are summarised in Table 5.1 below.

Table 5.1: Transport Assessment Scenario Comparison (Two-way Trip Generation)

	Scenario 1 – High vehicle trips			Scenario 2 – Local context			Scenario 3 – Reflecting policy		
	Morning peak hour	Evening peak hour	Daily (7am-7pm)	Morning peak hour	Evening peak hour	Daily (7am-7pm)	Morning peak hour	Evening peak hour	Daily (7am-7pm)
Proportion of trips by active travel and public transport	16%	12%	15%	38%	31%	34%	50%		
Active travel and PT trip generation	53	35	368	121	87	849	159	142	1,250
Vehicle trip generation	168	161	1,435	131	131	1,078	99	88	775
Equivalent vehicle trip rate per dwelling	*0.48*	*0.46*	*4.10*	*0.37*	*0.37*	*3.08*	*0.28*	*0.25*	*2.21*

5.1.5 To reflect the vision, the targets set out within this FTP are based on Scenario 2 and Scenario 3.

5.1.6 Scenario 2 provides the core target for the proposed development. Scenario 3 is an aspirational long-term target.

5.1.7 Two elements will be measured, one being the mode share across a typical day and the second being vehicular trips generated by the site during the peak hour. The key targets and timescales are summarised in Table 5.2.

Table 5.2: Framework Travel Plan Targets

Mode Target	Scenario 2 Local Context (core FTP target)	Scenario 3 – Reflecting Policy (aspirational long-term target)
Daily active travel and public transport modes share	32%	50%
*Morning peak hour vehicle trip rate**	*0.37*	*0.28*
*Evening peak hour vehicle trip rate**	*0.37*	*0.25*

* Trip rate defined as the number of two-way vehicle trips divided by the number of occupied dwellings

5.1.8 Section 6 sets out the measures that will be implemented to work towards these targets.

5.1.9 Section 7 sets out the monitoring strategy to understand performance against these targets.

SECTION 6 Measures

6.1 Overview

6.1.1 This section identifies a series of travel plan measures. This includes a range of physical infrastructure interventions, schemes and incentives that will seek to encourage and enable future residents to adopt and take up active travel and sustainable modes of travel.

6.1.2 Table 6.1 summarises these measures with a full description for each set out below.

Table 6.1: Framework Travel Plan Measures

Reference	Measure
TPM1	Travel Plan Co-Ordinator
TPM2	Travel Information Packs
TPM3	Cycle Equipment Negotiation
TPM4	Walking and Cycling Route Information
TPM5	Dr Bike / Cycle Ability Sessions
TPM6	Public Transport Information
TPM7	Bus Pass Negotiation
TPM8	Active Travel Improvements
TPM9	Electric Vehicle Charging
TPM10	Car Club

6.2 TPM1 Travel Plan Co-Ordinator

6.2.1 A Travel Plan Co-Ordinator (TPC) will be appointed prior to the first occupation of the development. The role of the TPC will be to oversee the implementation and success of the Travel Plan. Once appointed details of the TPC will be provided to Derby City Council.

6.2.2 The TPC role will also include providing personal transport planning for residents of the site. The TPC will ensure that the travel information within the Travel Information Pack is updated when appropriate. They will also be responsible for organising and preparing reports of travels surveys undertaken as set out in Section 7.

6.3 TPM2 Travel Information Packs

6.3.1 Each dwelling will be provided with a resident's travel information pack with details of the measures set out with the Travel Plan as well as the existing provision of services and facilities within the vicinity of the site. It will also set out the benefits from greater uptake in active travel and sustainable modes.

6.3.2 The developer will look to see if this can also be a digital pack that can be accessed online by future residents and where updates to the Travel Plan and local services can be made when appropriate. This may be through a website where future residents can access up to date information that will be monitored by the TPC.

6.4 TPM3 Cycle Equipment Negotiations

6.4.1 The TPC will look to find local cycle store and negotiate any cycle discounts in the area to encourage the purchase of cycle equipment. If obtained this will be promoted by the TPC through the information packs or on the website/online platform chosen.

6.5 TPM4 Walking and Cycling Route Information

6.5.1 Within the information pack there will be information regarding various walking and cycling routes within the vicinity of the site and links to relevant information on Derby City Council's website. This will be prepared and updated by the TPC.

6.6 TPM5 Dr Bike/Cycle Ability Training

6.6.1 The TPC will look to organise a Dr Bike session (or similar) where a cycle repair session is offered to those on the site.

6.6.2 In addition, the TPC will also establish whether there is demand for organising a cycle ability training session for residents who wish to learn or improve their cycling ability and encourage the uptake of cycling across the site.

6.7 TPM6 Information on Public Transport

6.7.1 Information regarding bus and rail services will be provided within the information pack and on the website/online platform. These will be kept up to date by the TPC.

6.8 TPM7 Bus Pass Negotiations

6.8.1 The TPC will also look at negotiating with local bus companies in the area about securing a discount on seasonal bus passes for all first time occupiers on the site. Should this be secured, the TPC will then promote to residents the availability of the discount.

6.9 TPM8 Active Travel Off-site Improvements

6.9.1 As set out in detail within the Transport Assessment, the development will deliver physical active travel connections into the existing network and along Moorway Lane.

6.10 TPM9 Electric Vehicle Charging

6.10.1 Each new dwelling will be installed with an electric vehicle charging point.

6.11 TPM10 Car Club

6.11.1 The potential for an electric car club vehicle located on the site will be explored as part of the RMA for the development. Car clubs can offer residents an affordable alternative to owning their own vehicle allowing them to book a car only for when they need a car.

SECTION 7 Monitoring Strategy

7.1 Monitoring

7.1.1 In order to assess the effectiveness of this Framework Travel Plan and determine whether the targets set out in Section 5 are being met, a monitoring strategy has been developed and set out below.

7.1.2 An initial survey will be conducted upon occupation of the 100th residential dwelling on the site. This survey will act as the initial baseline survey. The results will initially be compared to the targets set out in Scenario 2 and they are meeting those targets the targets from Scenario 3 will be set as the primary target.

7.1.3 Surveys will take place every two years following the initial survey until the site is fully occupied.

7.1.4 Once fully occupied there will be a survey every five years organised by the TPC until the targets within this Framework Travel Plan are achieved (or if revised targets agreed with Derby City Council are met).

7.2 Surveys

7.2.1 In terms of the specifics for the surveys to be conducted, these will be organised by the TPC. As there are two targets, one being mode share across the day and the other being vehicular trip generation during the peak hours, surveys will need to be able to capture results for both elements.

Daily Mode Share

7.2.2 This will be surveyed by sending a Questionnaire to each household to complete, asking them questions designed by the TPC to capture how people travel across the day and by which modes. The TPC will look at arranging an incentive to complete the questionnaire in order to increase engagement and participation, such as entry to a prize draw.

Vehicular Trip Generation

7.2.3 This will be carried out by an independent survey company who will be instructed to survey the vehicular accesses on Moorway Lane during the morning and evening peak periods. This will establish how many vehicles enter and leave the site. Then identifying the respective peak hours, the number of vehicle trips can be compared to the target based on a trip rate comparing the number of occupied dwellings and two-way vehicle trips.

7.3 Reporting

7.3.1 The TPC will collect the data and then prepare a report to summarise the findings.

SECTION 8 Action Plan

8.1 Action Plan

8.1.1 Table 8.1 below sets out the action plan for implementing the Travel Plan, including the responsibilities of individual actions. As this is a Framework Travel Plan, the timescales are indicative and will be refined at a later stage.

Table 8.1: Action Plan

Action	Responsible	Timescale
Appointment of TPC	Developer	Prior to first occupation
Travel Information Pack	Developer / TPC	Prior to first occupation
Active Travel Improvements	Developer	Prior to first occupation
FTP Measures (3,4,5,6,7,10)	TPC	From first occupation
Electric Vehicle Charging	Developer	Prior to first occupation
Initial baseline survey	TPC	Upon occupation of 100th dwelling
Follow up surveys	TPC	Every 2 years until completion
Post completion surveys	TPC	Once fully occupied and then every 5 years