

Technical Note

Project: Mitton

Subject: SWDPR Examination - Outline Sustainable Travel Strategy (Mitton)

Client:	MacMic and BDW		
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I Introduction

- 1.1.1 A hearing session was conducted on 11th March 2025 dealing with the topic of the Mitton development as part of the South Worcestershire Development Plan Review (SWDPR) Examination.
- 1.1.2 As part of the planning applications (separate to the SWDPR Examination), significant work has been undertaken and presented in the submitted Transport Assessments as well as ongoing work being undertaken at the request of GCC, which will form part of Addendum Transport Assessments, to be submitted in the near future. This work is of relevance to the SWDPR Examination and a summary of pertinent points is therefore provided within this note.

2 Sustainable Travel Vision

- 2.1.1 The Mitton development will be well connected to key areas of Tewkesbury ensuring that residents are able to access key facilities as well as those emerging as part of wider development aspirations in the area. As such, the development will support sustainable travel measures and infrastructure to encourage journeys via active travel (walking and cycling) and public transport.
- 2.1.2 The Vision for the site will be centred on:
- **Reducing the need to travel** through the introduction of on-site facilities to include a local centre and primary school.
 - **High quality on-site design** which provides fully LTN 1/20 compliant active travel routes, where **streets are designed for people and not vehicles** with a 20mph design speed and speed limit.

- **Priority given to active travel and improved access to public transport** through the creation of attractive routes suitable for use by all and funding to enhance public transport services.
- **Technology and data** will be used to support the uptake of sustainable travel. The provision of a mobility hub on-site will support integration of active travel and public transport modes. Travel Planning will be used to define clear targets for the development, measures to achieve these and a robust means of monitoring travel characteristics.

2.1.3 Overall the development at Mitton will seek to deliver sustainable travel options that encourage journeys to be made by walking, cycling and public transport. As such, this approach aligns with that within the emerging Tewkesbury Garden Communities Charter.

2.1.4 Active travel infrastructure will follow the principles and guidance contained within LTN 1/20. There will be alignment with the principles of the Tewkesbury Local Cycling and Walking Infrastructure Plan (LCWIP, 2024). It is recognised that there is an emerging Tewkesbury Town Centre Masterplan and wider development aspirations around the north of Tewkesbury. As such, any schemes proposed will complement these where and/or will not preclude these.

2.1.5 Public Transport will follow key local and national principles and complement the GCC Bus Service Improvement Plan (BSIP), to include funding of infrastructure to support multi-modal interchange within the site. Again, the strategy will not preclude wider aspirations that emerge through wider development aspirations in the north of Tewkesbury.

3 Approach to the Sustainable Travel Strategy

3.1 Introduction

3.1.1 Detailed consideration has been given to the sustainable travel strategy as part of the planning applications and this has followed an evidence-led approach:

- Development of a multi-modal travel demand model which uses local data to approximate the following, the inputs/outputs of which have been agreed with all authorities:
 - Total movements by all modes.
 - Distribution of trips (i.e. where journeys start and end).
 - Mode choice.
- Determination of key desire lines for journeys which could reasonably be undertaken by active travel and public transport modes evidenced by the travel demand model.
- Audit of existing routes to consider available infrastructure and opportunities and constraints for enhancements.

- Development of proposed interventions to enhance the network to ensure this is of a good quality to connect to key facilities.
- Assignment of sustainable travel mode trips based on route availability (existing and proposed).

3.1.2 To complement the information submitted in the Interim TAs for the planning applications, preliminary designs and the Active Travel England Route Check will be presented for the routes considered within the Interim TAs. The ATE Route Check presents both existing and proposed conditions as well as both walking and cycling modes.

3.1.3 The following sections provides a summary of pertinent points of the detailed work to demonstrate the principles of the sustainable travel strategy, for the purposes of the SWPDR Examination.

3.2 Active Travel Strategy

On-site Facilities

3.2.1 First and foremost, the need to travel off-site will be reduced through the provision of an on-site primary school and a local centre which will support journeys by active travel modes. The following infrastructure will be provided at the site boundary to facilitate access for pedestrians and cyclists, with key principles shown in Figure 1:

- Provision of a pedestrian/cycle link from proposed development onto Derwent Drive.
- Provision of an active travel link alongside the southern vehicular access (priority junction) and connection into existing facilities on Arundel Road.
- Provision of pedestrian link onto B4080 Tewkesbury Road, between the proposed vehicular access points and provision of a footway linking this to the southern access point.
- Provision of an active travel link onto Hardwick Bank Road.

3.2.2 The following on-site layout principles have been established:

- Pedestrians and cyclists will have priority over vehicle movements throughout the site and there will be active travel connectivity provided through the site between all access points.
- More convenient and direct routes will be provided for pedestrians and cyclists, than the private vehicle. This will include connections to all areas of the development including the primary school and local centre.

- Active travel routes within the site alongside vehicular routes will be designed to be compliant with LTN 1/20, based on anticipated traffic flows and speeds.
- Traffic free active travel routes will be designed to be overlooked, lit and surfaced, in compliance with LTN 1/20.
- Good quality cycle parking will be provided for each dwelling as well as at facilities on-site (primary school and local centre), compliant with the appropriate local and national guidance at the time the detail is agreed.

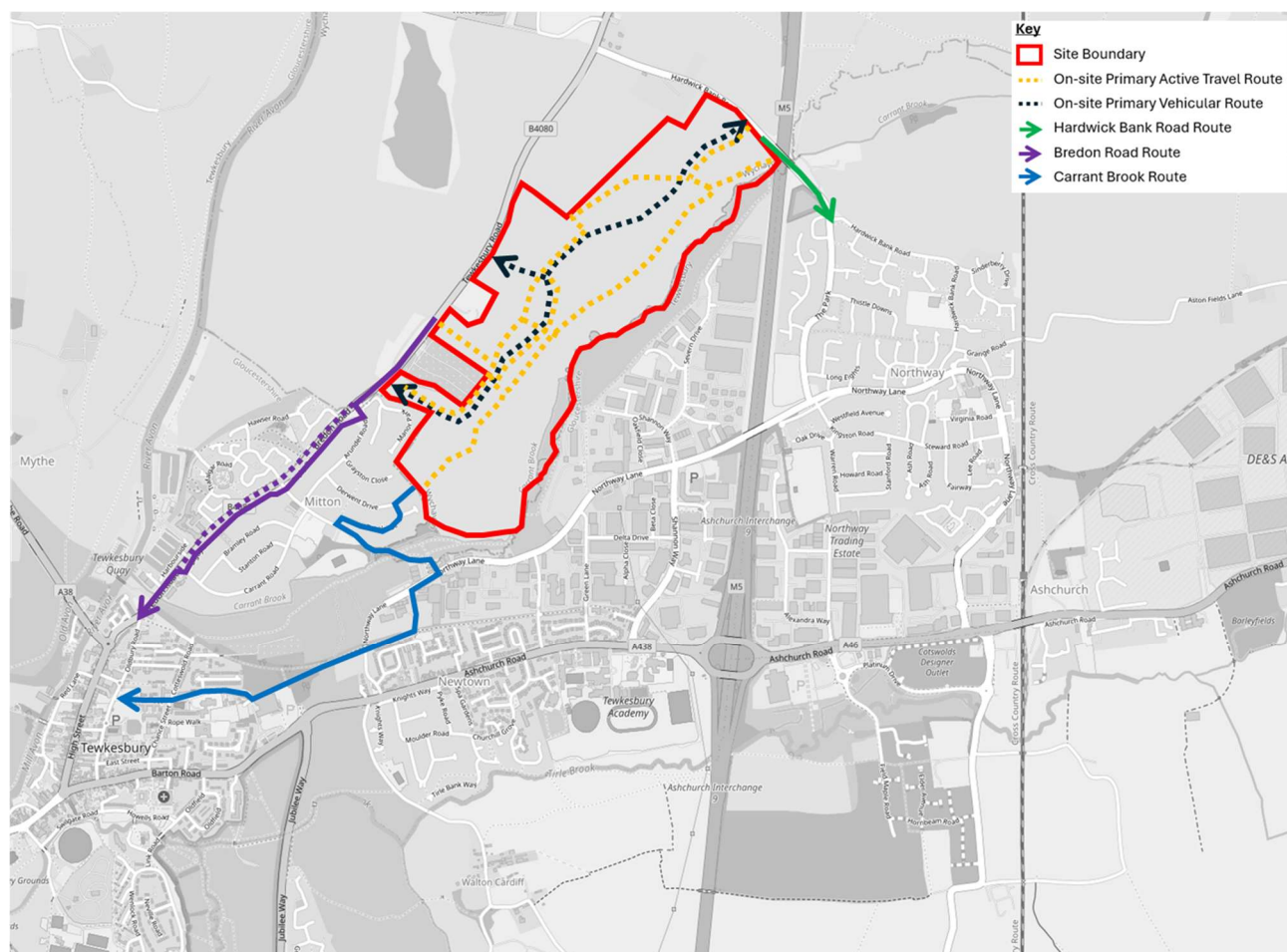
Off-site Facilities

Identification of Routes

3.2.3 The off-site active travel strategy seeks to achieve the following as shown in Figure 1:

- Provide connectivity towards **Tewkesbury town centre** (via Bredon Road and the existing Carrant Brook active travel bridge) which also serves existing local shops and primary school.
- Provide connectivity to the east (via Hardwick Bank Road and the existing Carrant Brook active travel bridge) which provides onwards connections to **education, employment areas** and **Ashchurch for Tewkesbury Railway Station**. It also provides connectivity to wider development aspirations within the area north and east of Tewkesbury.

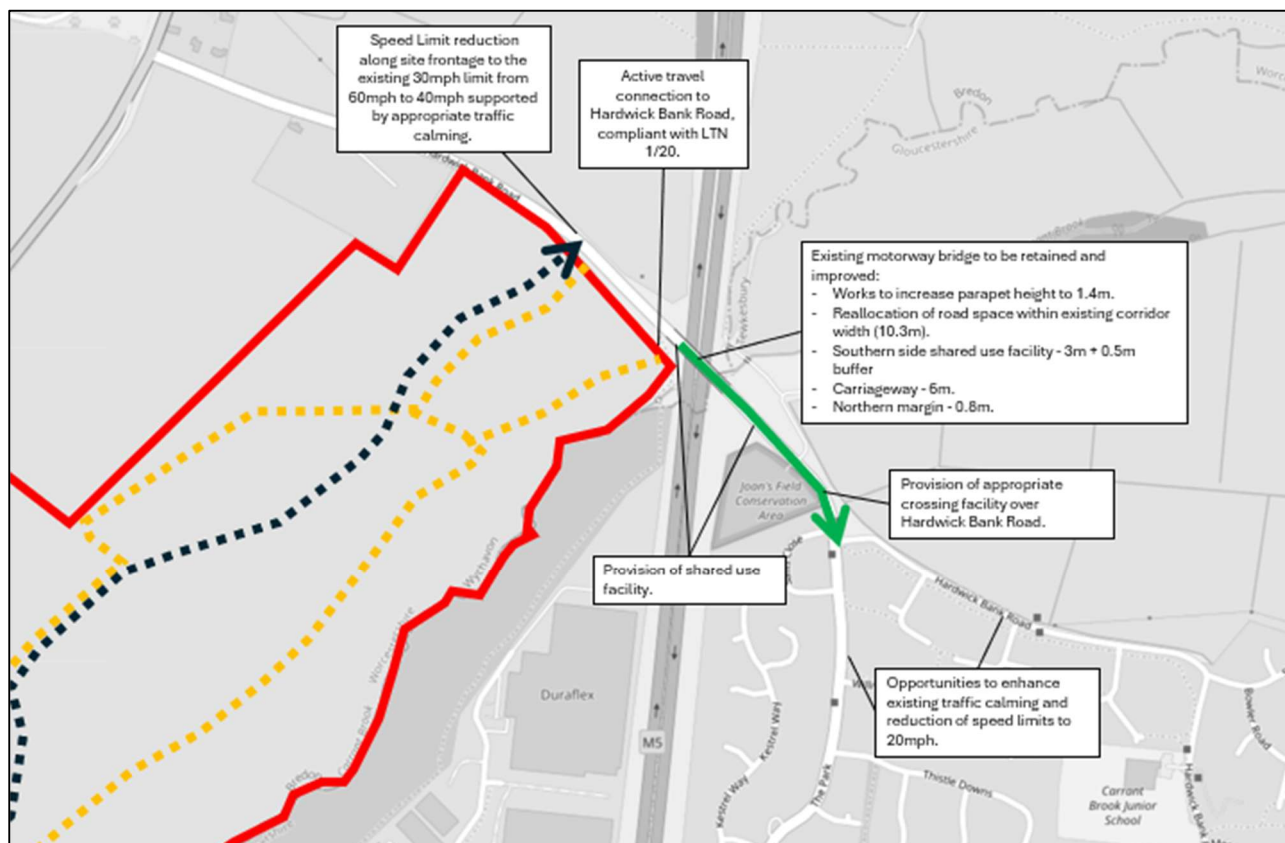
Figure 1: Proposed Active Travel Strategy



Route Interventions

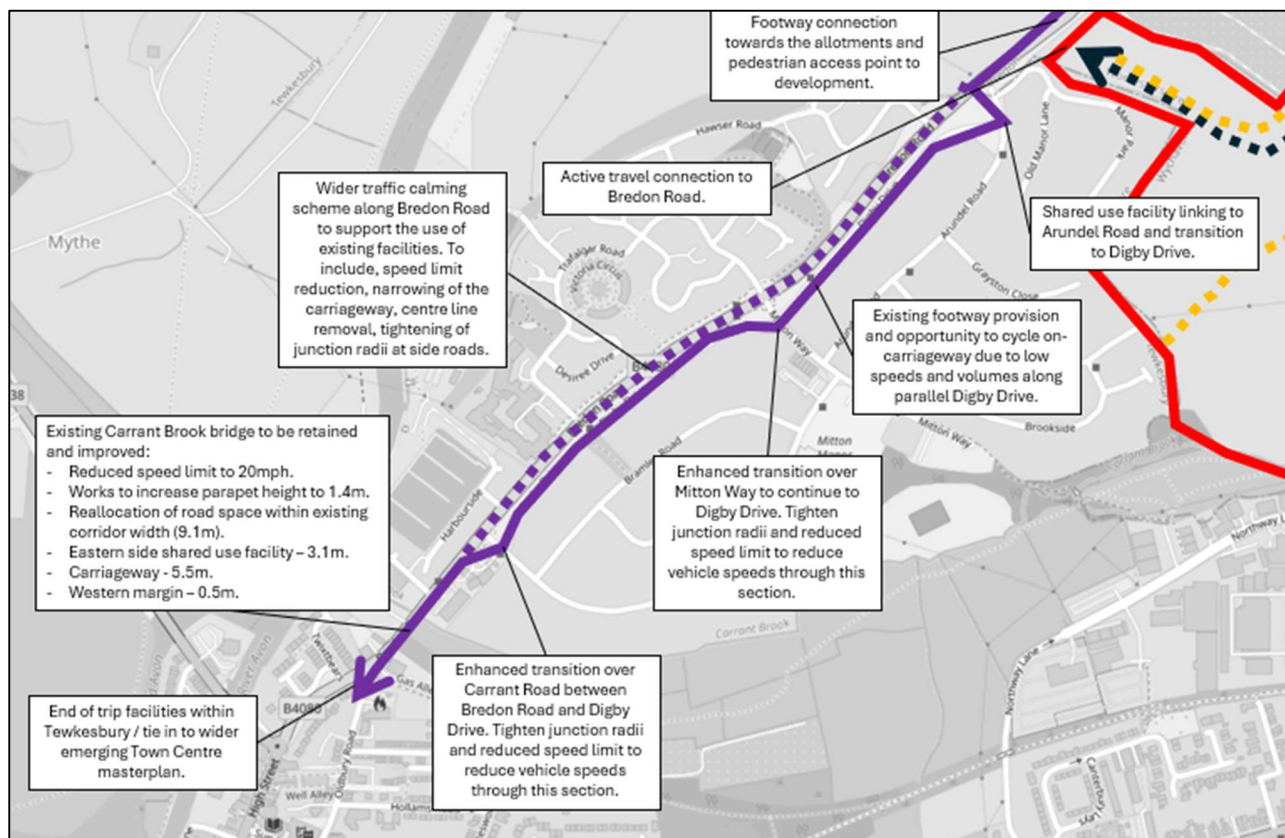
- 3.2.4 To the north of the site and to provide connectivity to the east towards existing facilities and to permit future connections to wider development aspirations, it is proposed to improve connections along Hardwick Bank Road.
- 3.2.5 This would comprise the formation of an active travel access point to Hardwick Bank Road and the provision of a shared use facility alongside the carriageway towards The Park. The existing motorway bridge would require some improvements within the existing structure to increase parapet heights and to reallocate road space to best serve likely active travel movements. This would be accompanied by a reduced speed limit from 60mph to 40mph up to the existing 30mph gateway. Beyond this point, it is proposed that the speed limit would be reduced from 30mph to 20mph and further enhancements delivered through additional traffic calming facilities.

Figure 2: Route to Hardwick Bank Road



- 3.2.6 The development will connect to the Bredon Road via two access points (the southern vehicular access and a separate pedestrian access to the north of the allotments). A footway will connect between these two access points. From the southern vehicular access there will be a shared use facility connecting to Arundel Road where there will be a transition to support walking and cycling along Digby Drive using existing facilities through this lightly trafficked / low speed environment. This will be further complemented through reduced speed limits to 20mph and additional traffic calming, as required.
- 3.2.7 There will be transitions over Mitton Way and Carrant Road to support active travel movements and improvements to the Carrant Brook bridge to reallocate road-space and provide an enhanced shared use facility. This will be complemented by a wider traffic calming scheme along the Bredon Road to reduce speed limits to 20mph, tighten junction radii with side roads, carriageway narrowing and additional speed calming measures, as required.
- 3.2.8 End of trip facilities in the form of cycling parking facilities are proposed to the north of the town centre. This would allow future tie in to the emerging Tewkesbury Town Centre Masterplan.

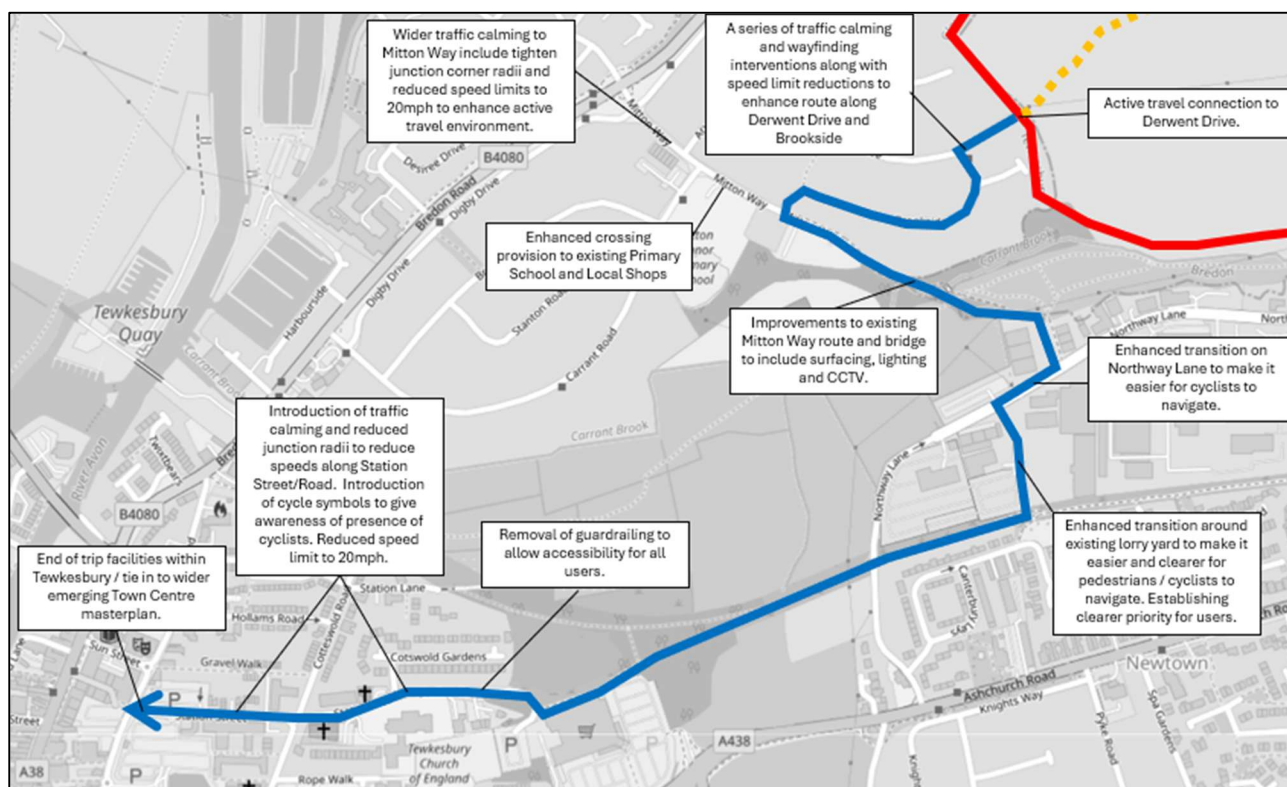
Figure 3: Bredon Road Route



- 3.2.9 The development will provide a separate active travel connection to Mitton Way. This provides an alternative connection towards Tewkesbury Town Centre and also employment areas around Northway Lane. This utilises existing infrastructure but with upgrades to improve the environment for pedestrians and cyclists.
- 3.2.10 Through the existing residential areas of Derwent Drive, Mitton Way and Brookside, traffic flows and speeds are already low. It is proposed to enhance this through the introduction of traffic calming, tightening of junction radii at side roads and reduction of the speed limit to 20mph. It is proposed to utilise the existing active travel crossing over the Carrant Brook, this would be improved through surfacing and lighting improvements and CCTV.
- 3.2.11 The existing facilities on Northway Lane already exist but require refreshing and consolidating. It is proposed to ease the route through for cyclists and provide clearer priority for pedestrians and cyclists through industrial access points. This then connects to the existing old railway route which is a good quality facility. Towards the town centre, improvements are proposed to Station Street and Station Road to reduce speeds and remove unnecessary guardrail to make it easier

to navigate for active travel users. End of trip facilities in the form of cycling parking facilities are proposed in an area of the existing car parking areas off Station Street. This would allow future tie in to the emerging Tewkesbury Town Centre Masterplan.

Figure 4: Carrant Brook Route



Funding and Delivery

3.2.12 These improvements would be secured via the planning applications either for delivery, or a contribution which could fund the delivery of the identified improvements. Any contribution could also be used and combined with funds towards the delivery of wider aspirations within the Tewkesbury LCWIP, Emerging Tewkesbury Town Centre Masterplan and as part of wider development aspirations in the north and east of Tewkesbury.

3.3 Public Transport Strategy

- 3.3.1 It is an important part of the Mitton transport strategy to deliver enhanced bus services to the site.
- 3.3.2 There are existing bus services running within close proximity of the Mitton site. The 540 routes along the Bredon Road connecting Tewkesbury and Evesham and is currently supported by Worcestershire County Council (WCC) BSIP funds. As part of the discussions for the planning applications, WCC has requested financial contributions from the Mitton development to enhance existing services and to build these to a point where the enhanced services become financially sustaining.
- 3.3.3 The public transport strategy, which has been discussed in detail as part of the planning applications, has established:
- Provision of access points which allow bus access.
 - Principles of the internal spine road geometries to facilitate bus access with connectivity between Hardwick Bank Road and Tewkesbury Road. This provides flexibility to facilitate future movement corridors around the north of Tewkesbury providing a vital part of this connectivity arc.
 - Through the modelling undertaken to date, there is no delay envisaged around the Hardwick Bank Road area following mitigation, as such, there is not deemed to be a requirement for a bus gate to be introduced as per the suggested Main Modifications in a Statement of Common Ground between the South Worcestershire Councils and GCC. However, as part of the detailed modelling for the planning applications, should bus priority become a requirement, then it will be investigated further and provided in an appropriate form.
 - A significant financial sum to fund enhancements to the 540 service, but which could be secured with flexibility, so that it could be used for other services, as agreed, to the benefit of the development.
 - Provision of a suitable walking route and new bus stops on the existing 540 route to serve the development at the early stages prior to the full spine road construction.
 - Travel Planning to encourage uptake of public transport along with associated measures to achieve this.
 - The provision of a mobility hub on-site.
 - As part of the active travel strategy, routes to the railway station are considered with proportionate improvements suggested to be secured via contribution.

- 3.3.4 It will be ensured that flexibility is provided within any public transport obligations to utilise funds in the most appropriate way to align with wider aspirations and objectives which may be present in the future.