

*Toton/Chetwynd Development in general
and 25/00371 site in particular*

Lack of infrastructure / services / plans for
sustainable-mode travel in directions other than east –
some illustrations

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September 2026*

Abbreviations

AFAIK	as far as I know
BrBC	Broxtowe Borough Council
D2N2	Derby, Derbyshire, Nottingham & Nottinghamshire
DfT	Department for Transport
EMCCA	East Midlands Combined County Authority
LCWIP	Local Cycling and Walking Infrastructure Plan
LTN 1/20	<u>DfT's Cycle Infrastructure Design, LTN 1/20</u>
MTP	Mode Transport Planning
NmCC	Nottingham City Council
NsCC	Nottinghamshire County Council

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Figure 1 — Difficulty cycling east from Toton/Chetwynd: via Long Eaton



Description

Bridge that takes the path between the 25/00371 site and Long Eaton (Midland Street) over the railway.

Comment

The bridge has no ramps. Anyone using this path to cycle between the 25/00371 site and Long Eaton will have to carry their bike up and down the steps.

Figure 2 — Difficulty cycling east from Toton/Chetwynd: via Sandiacre



Description

The B5010 between Stapleford and Sandiacre.

Comments

The B5010 can have heavy traffic.

The carriageway isn't wide enough to allow motor-vehicles to move out when overtaking cyclists. So motor-vehicles pass too close to cyclists.

In certain places:

- the footway is narrow
- it's difficult for cyclists – intimidated by the motor-traffic – to even wheel their bikes along the footway.

Figure 3 — Difficulty cycling between 25/00371 site and Stapleford town-centre



Description

These photos show parts of the B6003 between Stapleford town-centre and the brow of the hill.

Comments

This section is hostile to southbound cycling due to the combination of:

- a) a steep gradient
- b) a relatively narrow carriageway
- c) constant ~30mph motor-traffic
- d) the footway being higher than the carriageway [so making it difficult for cyclists to avoid (b) and (c) by wheeling on the footway].

It may be possible to provide a circumvention (e.g. via the “New Eaton Road, jitty, New Eatons Road, Victoria Street” alignment). But EMCCA’s/NsCC’s current plan – as shown in Figure 6 – doesn’t include any such circumvention.

Figure 4 — Difficulty cycling between 25/00371 site and Long Eaton or Toton's Tesco Extra



Description

This photo shows the B6003, just north of its junction with Swinney Way, Banks Road & Carrfield Avenue.

Comments

This junction isn't cycle-friendly, particularly for right turns (e.g. for a future 25/00371 resident returning home from Tesco Extra).

It's difficult to see how EMCCA/NsCC could make this junction cycle-friendly without compulsory purchase of parts of the gardens of 106-120 Stapleford Lane.

It may be possible to provide circumventions. For example:

for Long Eaton, via Cleve Ave, Spinney Rise, Woodstock Road, Seaburn Road, Rivington Road, jitty, Raeburn Drive, Banks Road, Laneside Avenue, through local nature reserve, over bridge shown in Figure 1 (upgraded to have ramps)

for Tesco Extra, Chilwell Retail Park & Attenborough Nature Reserve, through the Barracks site from Welbeck Gardens, then adjacent to Swiney Way.

But EMCCA's/NsCC's current plan – shown in Figure 6 – doesn't include any such circumventions.

Figure 5 — EMCCA's/NsCC's lapsed plan for cycle-routes near Toton/Chetwynd Development

Source

April 2021 D2N2 *Local Cycling and Walking Infrastructure Plan* (LCWIP) at

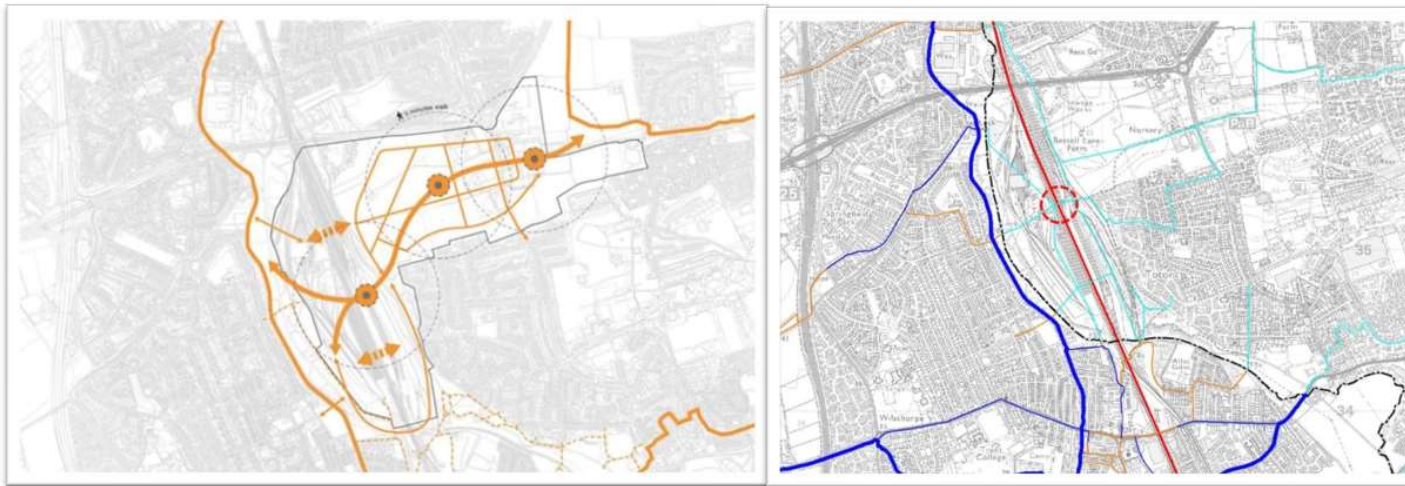
<https://www.nottinghamshire.gov.uk/transport/d2n2-local-cycling-and-walking-infrastructure-plan-lcwip>



4.3.2 The main "asks" made to HS2 Ltd and DfT in relation to cycling and walking are:

- Northern Links: Between Derby Road and the A52, Bessell Lane should be designed to solely facilitate bus, cycle and pedestrian movements. Vehicular access should not be permitted (except for emergency vehicles)
- East-West Links: Non-paying railway passengers are always able to use the concourse to enable east-west links across the trace
- East-West Links: Active travel links should be provided directly to Toton (to the top of the escarpment)
- Southern Links: Commitment to provide a high quality underpass environment to provide a safe route for vehicles, NET, cyclists and pedestrians
- Southern Links: Demonstrate that the proposed location for the replacement pedestrian and cycle bridge will maximised local connectivity between Toton, Long Eaton and the wider foot and cycle network

East Midlands HS2 Growth Strategy (Sept 2017) (Section 3.6 p33): [https://www.emcouncils.gov.uk/write/East_Midlands_HS2_Growth_Strategy - September 2017.pdf](https://www.emcouncils.gov.uk/write/East_Midlands_HS2_Growth_Strategy_-_September_2017.pdf)



Comments

<i>What the 2021 LCWIP would have provided for Toton/Chetwynd residents</i>	<i>How projects would have been funded</i>	<i>Why, apparently, the projects didn't proceed</i>
Two or three cycling/walking bridges across the railway, and a cycling/walking underpass under the railway	HS2	HS2 was cancelled
Cycle-links to Stapleford and Long Eaton	Town Deals	Stapleford and Long Eaton deployed their Town Deal money on other projects
"Nottingham – Toton/Chetwynd – Derby" cycleway, broadly following A6005 corridor	Transforming Cities Fund	The project got (unnecessarily?) conflated with whether Dovecote Lane (north) should become a Low-Traffic Neighbourhood. NsCC decided not to proceed, because the project couldn't be completed within DfT's timescale.

Figure 6 — EMCCA's/NsCC's current plan for cycle-routes near Toton/Chetwynd Development



Source

Document 5.22 at <https://www.broxtowe.gov.uk/for-you/planning/public-inquiry-for-land-west-of-stapleford-lane-stapleford-nottinghamshire/>

Comments

Proposed “active travel” bridge over railway

The map shows a new “active travel” bridge – across the railway – from near the 25/00371 site towards Dockholme Lock. Such a bridge is highly desirable, since it would:

- circumvent the difficulties shown in Figures 1 and 2
- “unlock” a cycle-route (via quiet roads, jitties, etc) from Toton/Chetwynd to northern Long Eaton, and Breaston, to join NCN 6 at Breaston (for Borrowash and Derby).

Unfortunately:

- EMCCA/NsCC currently only give the bridge a priority of “potential long-term (2031/32 – 2036/37)”.
- AFAIK no funding-source has been identified. So there’s no clarity about whether the bridge will ever be built.

Incidentally, Bloor’s indicative 25/00371 masterplan doesn’t seem to safeguard a “corridor” for the cycling/walking route – between the B6003 and the bridge – that’s shown by the EMCCA/NsCC map.

Proposed extension of cycle-route beyond Cator Lane

The map shows the tramside cycleway extended eastwards from Cator Lane.

Unfortunately, the alignment that’s shown will funnel Toton/Chetwynd residents towards:

- the tramlines embedded in Chilwell Road, which are hazardous to cyclists (since bicycles can skid on them, or get stuck in them)
- the pedestrianised High Street, where cycling is prohibited Mon-Sat, 10am-4pm.

The alignment needs re-considering.

Figure 7 — DfT's guidance about when LCWIPs should be updated

- 3.21 In line with other transport plans, it is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.
- 8.7 In line with other transport plans, it is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

Source

DfT's *Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities*, at <https://assets.publishing.service.gov.uk/media/5f32aa668fa8f57ac88dc9dc/cycling-walking-infrastructure-technical-guidance-document.pdf>

Comments

Presumably:

- “cancellation of HS2” was a “significant change in local circumstances”
- “publication of the Toton/Chetwynd SPD” was “publication of new policy” for a “major new development site”.

And regarding the D2N2 LCWIP, <https://www.nottinghamshire.gov.uk/transport/d2n2-local-cycling-and-walking-infrastructure-plan-lcwip> does say

The Local Cycling and Walking Infrastructure Plan (LCWIP) is a live document, therefore the programmes are subject to review and will be updated when schemes are delivered, new sources of funding become available and as new revised data sources and assessment methodologies become available.

Unfortunately, AFAIK:

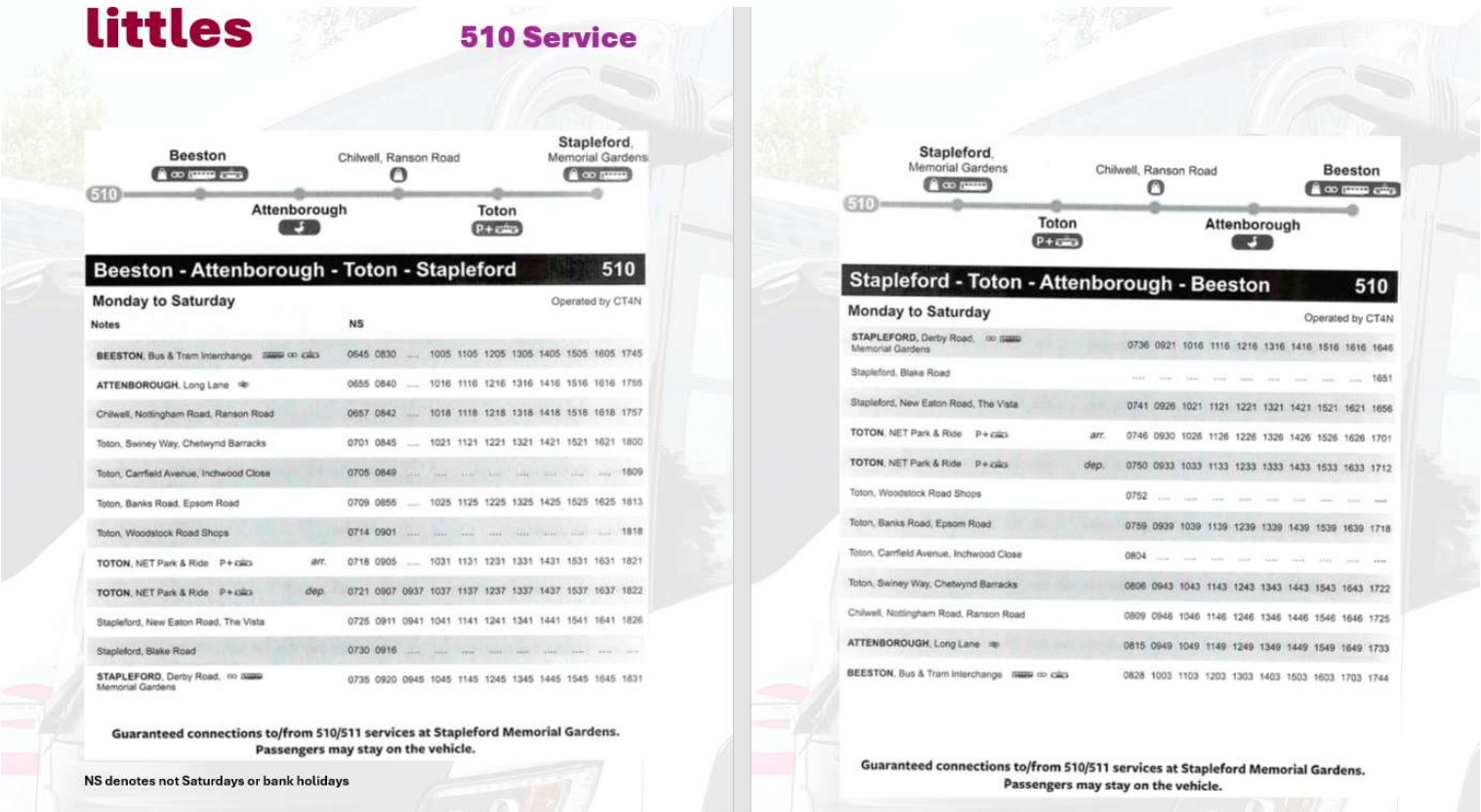
- The D2N2 LCWIP has never been updated, let alone updated to take account of Toton/Chetwynd's “significant changes” such as “cancellation of HS2” and “publication of Toton/Chetwynd SPD”.
- There's no timescale for an update. See “public participation” section of [EMCCA Board's meeting on 9 March 2026](#).

Although EMCCA is now responsible for the D2N2 LCWIP, it seems possible for boroughs/districts to commission their own “LCWIP in all but name”. For example, Newark and Sherwood has commissioned an “Active Travel Study using [LCWIP methodology](#)”, and Amber Valley is currently doing so. See <https://democracy.newark-sherwooddc.gov.uk/documents/s21054/04.11.24%20-%20Active%20Travel%20Feasibility%20Appendix%20A%20Study%20Report%20-%20FINAL.pdf> and <https://derbycyclinggroup.org.uk/site/amber-valley-active-travel-study/>.

If the issues noted in Figures 1-6 could be resolved ...

- EITHER by EMCCA/NsCC making prompt [updates to the D2N2 LCWIP](#) to truly enable travel between the Toton/Chetwynd Development and destinations within (say) a 5-mile radius catchment
- OR by BrBC commissioning an “Active Travel Study using [LCWIP methodology](#)”, from first principles, to truly enable travel between the Development and destinations within the 5-mile radius catchment ... planning applications such as 25/00371 might become approvable.

Figure 8 — Timetable for 510 bus-service



Source

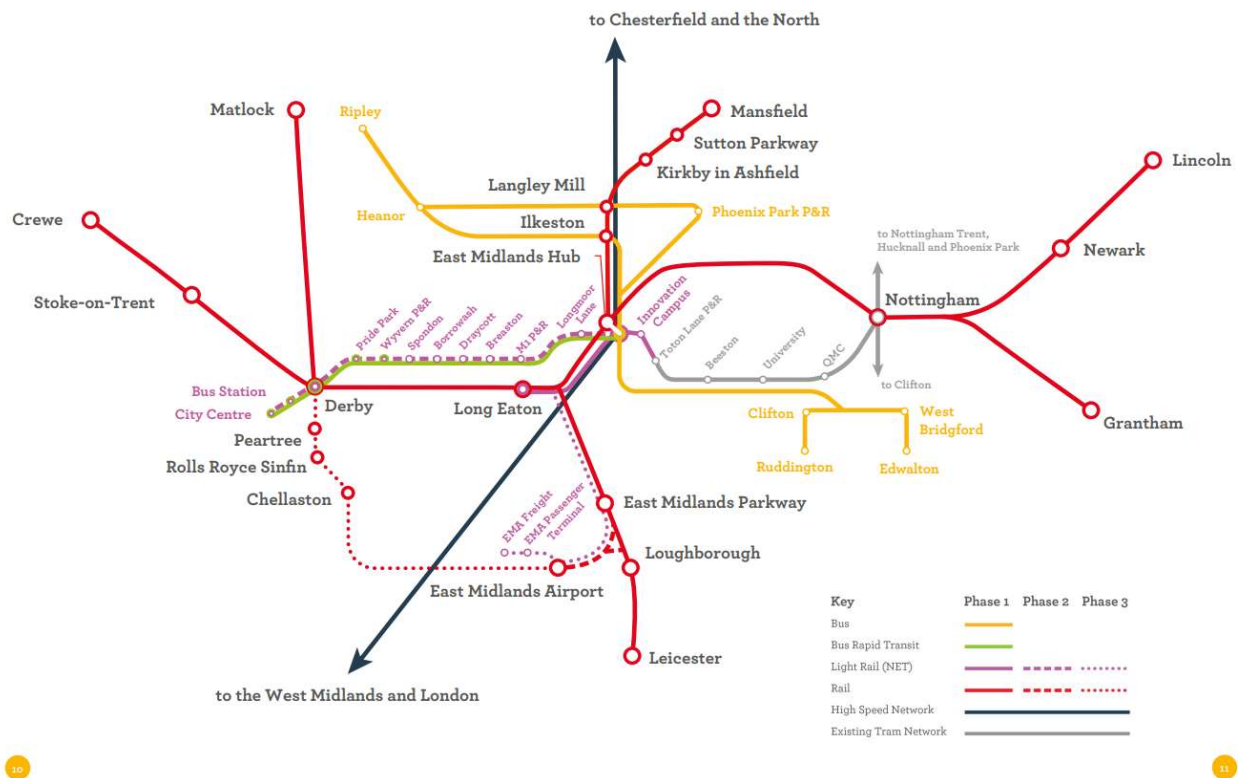
<https://www.littlestravel.co.uk/timetables/>

Comments

Useful for 25/00371 residents who wish to shop in Stapleford town-centre and at Toton Tesco Extra.

Not much use to 25/00371 residents for any other purposes, because: infrequent; no evening service; no Sunday service.

Figure 9 — Lapsed vision for direct public transport to destinations in all directions



Source

Midlands Connect's 2020 booklet,
at <https://www.midlandsconnect.uk/media/1706/final-access-to-toton-report.pdf>

Comments

If Midlands Connect's vision had progressed into tangible plans, and then into delivery of actual services, it would have provided direct public transport between Toton/Chetwynd and many "destinations in directions other than east", such as:

- Ilkeston
- Breaston, Draycott, ... , Derby
- Long Eaton, Ratcliffe-on-Soar redevelopment, East Midlands Gateway, East Midlands Airport.

Nowadays, discussion seems limited to the question of "whether the tram should be extended to Long Eaton". Surely:

- that's the wrong question
- the right question is "how to enable future residents of Toton/Chetwynd to get to their desired destinations by public transport".

"Extending the tram to Long Eaton" may (or may not) be a part of the answer. But "bus-gates, new bus services, and re-routed existing services" will probably provide most of the answer.

There's apparently nothing about "in the public domain" about planning for public transport for the Toton/Chetwynd catchment that's any more recent than Midlands Connect's booklet. I have the impression that any such planning stopped when HS2 was cancelled.

Policy 14: Managing Travel Demand

1. The need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations following the spatial strategy in Policy 2, in combination with the delivery of sustainable transport networks to serve these developments.
2. The priority for new development is in selecting sites already, or which can readily be made, accessible by walking, cycling and public transport. Where accessibility deficiencies do exist, these will need to be fully addressed. In all cases it will be required that severe impacts on the highway network are avoided in order to not compromise its effective operation and its ability to provide sustainable transport solutions or support economic development. Strategic distribution development should have the potential for a rail freight connection.
3. A hierarchical approach to ensure the delivery of sustainable transport networks to serve new development will be implemented which will seek to provide (in order of priority):
 - a) site-specific and area-wide travel demand management measures to reduce travel by private car and incentives to use public transport and to encourage active travel (walking and cycling) for appropriate journeys;
 - b) improvements to public transport local infrastructure and services as well as active travel (walking and cycling) facilities that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;
 - c) optimisation of the existing highway network to prioritise public transport and active travel (walking and cycling) facilities that are provided early in the build-out period of new developments such as improved / new bus and cycle lanes and measures to prioritise the needs of pedestrians above the car;
 - d) highway network management measures; and
 - e) highway capacity enhancements to mitigate severe impacts arising from residual car demand where the measures required under points a) to d) above are insufficient to avoid significant additional car journeys.
4. The implementation of the hierarchical approach should have regard to the needs of people with mobility difficulties.

Sources

Aligned Core Strategies: <https://www.broxtowe.gov.uk/media/2160/broxtowe-aligned-core-strategy.pdf>

Greater Nottingham Strategic Plan: <https://www.gnplan.org.uk/media/dsrndti2/gnsp-publication-draft-march-2025.pdf>

Comments

The Toton/Chetwynd Development in general – and the 25/00371 site in particular – have “accessibility deficiencies” for access by cycling and public transport to destinations in all directions except east. (See Figures 1-9.) Despite Policy 14, there’s no sign of these deficiencies being addressed, let alone being “fully addressed”.

Given Policy 14 – and the new NPPF’s advocacy of a vision-led approach to transport-planning – it seems odd that, to date:

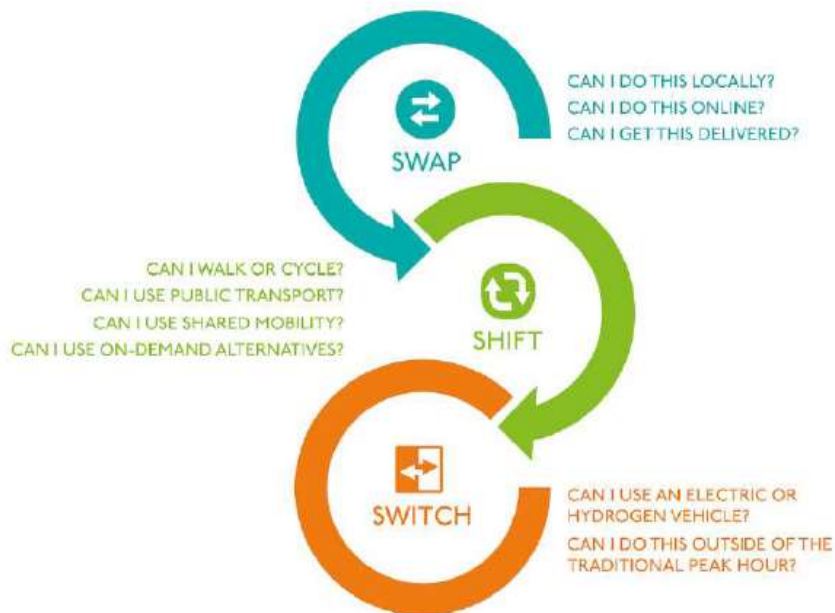
- the overwhelming majority of analysis and discussion about 25/00371 has been focussed on providing-for what Policy 14 calls “residual car demand”
- there seems to have been hardly any analysis or discussion about how to make the Development truly accessible by [walking, cycling](#) or public transport.

If the deficiencies in access by cycling and public transport were “fully addressed”, planning applications such as 25/00371 might become approvable.

Figure 11 — Extracts from *Transport Assessment*

hierarchy of choice should be encouraged, through the implementation of a monitored Travel Plan, in the order outlined in **Figure 2.2** below; to embed the most sustainable transport decision making:

Figure 2.2 Hierarchy of Choice



Comments

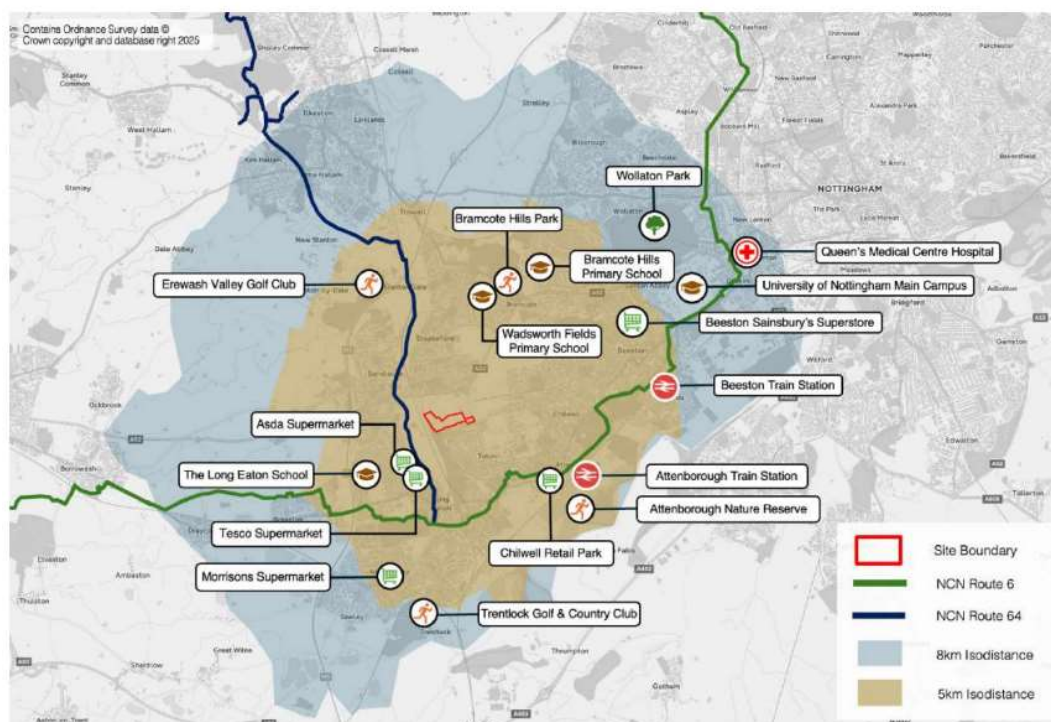
If there's no good-quality cycling infrastructure to destinations in directions other than east, it will be futile to anticipate any modal-shift to cycling for destinations in directions other than east.

With the easterly cycle-route only being decent as far Cator Lane, it will be optimistic to anticipate significant modal-shift to destinations beyond Cator Lane.

If there's no direct public transport to destinations in in directions other than east – apart from the mediocre 510 – it will be futile to anticipate any modal-shift to public transport for destinations in directions other than east.

4.4.13 **Figure 4.5** below provides an illustration of an 5km and 8km cycle coverage from the site, demonstrating that key nearby major destinations (for employment, retail, leisure trips) in Beeston, Chilwell, Stapleford, and Toton are all accessible within the identified appropriate cycle distance considered within LTN 1/20.

Figure 4.5 Cycle Catchment from Site



Note

MTP seem to have mis-labelled NCN 67 as “NCN 64”.

Comments

With the current cycling infrastructure:

- Because of the difficulties illustrated in Figures 1-7, it's unrealistic to expect much modal shift towards cycling for destinations west of the railway (such as those served by NCN 67). Cycle-commuting to destinations west of the railway will only become an attractive option when EMCCA/NsCC have provided the bridge shown in Figure 6.
 - For 25/00371 residents to cycle to destinations served by NCN 6, they'll first have to get to NCN 6.
 - If going via the B6003, they'll encounter the difficulties shown in Figure 4.
 - If going via Cator Lane, it's difficult to cross the High Road and the A6005.
 - It's ludicrous to imply that cycle-commuting will be realistic between the 25/00371 site and Wadsworth Fields Primary School & Bramcote Hills Primary School.
 - Even an adult may have difficulty due to: Baulk Lane's gradient and poor surface, between the B5010 and the A52; the need to cross the B5010 and the A6007.
 - It would be foolhardy to attempt the trip regularly with primary-age children.
 - Cycling between Cator Lane and University of Nottingham Main Campus is currently problematic:
 - if going via Broughton Street / Abbey Road, it's difficult to cross Wollaton Road
 - if going via Chilwell Road and High Road, the tramlines are hazardous, and cycling is prohibited within the pedestrianised area Mon-Sat 10am-4pm
 - if going via Meadow Lane, it's difficult to cross the High Road and the A6005.
- Hence, cycling between the 25/00371 site and University of Nottingham Main Campus is also problematic.

4.4.14 The general topography of the surrounding area is generally conducive to cycling, and the majority of the local amenities and facilities can be reached from the site via the local cycling network and within a suitable cycling distance.

Comments

Dubious.

There are severe gradients, where cyclists will have to use their lowest gear, or may have to dismount and wheel. For example, on the B6003:

- between Stapleford town-centre and the 25/00371 site, as shown in Figure 3
- south of the 25/00371 site, near Welbeck Gardens.

Alignments for new cycle-routes will need choosing carefully – relative to height-contours – to ensure that the routes have moderate gradients.

As regards whether “the majority of local amenities and facilities can be reached”, that statement only applies realistically to certain amenities/facilities to the east of the 25/00371 site. See my comments, on the previous page, about the *Transport Assessment’s* Figure 4.5.

Figure 4.7 Cycling in Nottinghamshire Map



4.4.17 Shared cycleway/footways are provided on either side of the B6003 Stapleford Lane which connect to the Bardills roundabout and Bridleway BW27. Furthermore, to the south of the site, the B6003 Stapleford Lane and Swiney Way are highlighted as recommended on road routes for cycling, which join further on road recommended routes into Nottingham City Centre as well as providing access to National Cycle Network (NCN) Route 6.

Comments

The intended audience for NmCC's *Nottingham Cycling Map* is presumably local cyclists, rather than land-use planners. As such, the map may aim to highlight routes that are “less bad” than the main roads’ carriageways.

Being “less bad” doesn’t mean that the highlighted routes are uniformly good – let alone good enough to make cycling an attractive option, and so produce the modal shift envisaged in Figure 2.2 of the *Transport Assessment*.

For example, the *Nottingham Cycling Map* shows the B6003 in yellow:

- between Stapleford town-centre and Bardill’s
- near the junction with Swiney Way and Banks Road.

Though these routes may be “less bad” than the carriageways that the map shows in beige, neither of these sections of the B6003 are truly good for cycling. See Figures 3 and 4.

Figure 12 — Extracts from *Residential Travel Plan*

6.6 Summary

- 6.6.1 The overarching objective of this RTP is to minimise mileage of single-occupancy ICEVs, by reducing the car dependency of residents and visitors travelling to and from the proposed development. This will be achieved by promoting access to the existing infrastructure and services within the vicinity of the site and by implementing specific measures, designed to increase the uptake of sustainable forms of transport amongst residents on site.
- 6.6.2 At this stage, an initial target has been set to ensure that there is a commitment at the site, to achieve a reduction in the number of people driving as single-occupancy ICEV journeys to and from the site. This will be reviewed once the results of the first travel surveys are known. The initial target is for the development to achieve an overarching 10% modal shift away from single-occupancy ICEV use towards more sustainable modes of transport over the monitoring period.

7.2 Travel Plan Co-ordinator

- 7.2.1 The TPC will be fully trained in the aims and objectives of the RTP and will be involved throughout the occupation process. The details of the appointed TPC will be provided to NCC following determination of the application.
- 7.2.2 The general day-to-day requirements of the TPC role will be limited and the duties will include:
- Being fully trained in the aims and objectives of the RTP and will be involved throughout the redevelopment / construction, marketing, sale / rent, and occupation processes;
 - Promotion of the 'green transport' credentials of the development to prospective residents;

Comments

An electrically-powered vehicle (EV) takes up the same amount of road-space as an internal-combustion-engine vehicle (ICEV). So the “overarching objective” should be to minimise mileage of single-occupancy cars, irrespective of whether they’re EVs or ICEVs.

As stated in Figure 11, in relation to the *Transport Assessment’s* Figure 2.2:

- If there’s no good-quality cycling infrastructure to destinations in directions other than east – with the easterly cycle-route only being decent as Cator Lane – it’s futile to anticipate modal-shift to cycling for destinations in directions other than east.
- If there’s no direct public transport to destinations in in directions other than east – apart from the mediocre 510 – it’s futile to anticipate modal-shift to public transport for destinations in directions other than east.

Unless ...

- good-quality cycling infrastructure is provided to destinations in directions other than east
- direct public transport is organised to destinations in directions other than east

... the development will not have “green transport” credentials except for destinations to its east.

8.3.4 If targets are not met, additional measures may be introduced by the TPC (and / or NCC) that may include (but not exhaustive of):

- Further promotional events;
- Increased marketing to the residents;
- Personalised Travel Planning;
- The TPC may also investigate the potential for additional on-going discounted travel / provision of a public transport travel pass for residents with local operators (if applicable / available); and,
- Investigate options to provide cycle training for residents.

Comment

If the root causes of “targets not being met” are ...

- lack of good-quality cycle-routes to residents’ desired destinations (many of which will be in directions other than east)
- lack of direct public transport to residents’ desired destinations (ditto)

... then all such “measures” will be futile (since they don’t deal with the root causes).

Figure 13 — Alignment for a footway/cycleway between 25/00371 site and Bessell Lane

AN ALIGNMENT VIA LAND-PARCEL THAT'S NORTH OF 25/00371 SITE



Description Indicative alignment (in blue)



Description View from near Bessell Lane, up hill, towards old farm-site

Comments

From the perspective of 25/00371 residents, such an alignment will be circuitous, with a steep gradient between the old farm-site and Bessell Lane.

The circuitous-ness will contravene Chapter 4 of LTN 1/20 (about directness). The steep-ness may contravene Chapter 5 of LTN 1/20 (about longitudinal gradient).

AN ALIGNMENT THAT GOES DIRECTLY TO BESSELL LANE



Description Indicative alignment (in blue)



Description View towards 25/00371 housing area from near Besseil Lane



Description View towards 25/00371 housing area from an intermediate point

Comments

From the perspective of 25/00371 residents, such an alignment will be direct, with a moderate gradient throughout.

An LTN-1/20-quality footway/cycleway with this alignment will give 25/00371 residents options such as the following.

- Walk to destinations in Sandiacre (e.g. workplaces such as DB Cargo).
- EITHER walk to the bus-stop near The Midland pub, for the i4 bus to Derby OR cycle on a Brompton to the bus-stop, and take the folded Brompton on the i4 to Derby.
- A “less bad” cycle-route to Stapleford town-centre than “via Bardill’s”.

Figure 14 — Conclusions in *Transport Assessment*

4.4.22 It is therefore considered that there are good opportunities for future residents and users of the site to walk or cycle between the site and nearby amenities which also support the aspirations of the NPPF and notably paragraph 110 of the NPPF which sets out that: *"Significant development should be focused on locations which are or can be made sustainable."*

Comment

Misleading.

Currently, there are only "good opportunities" for cycling in an easterly direction, and then only as far as Cator Lane.

Regarding EMCCA's/NsCC's plans for future cycle-routes:

- the alignment envisaged for continuation east beyond Cator Lane needs re-considering
- unlocking a route to the west by constructing a bridge over the railway doesn't seem to have funding.

See Figure 6.

4.6.2 This chapter has demonstrated that there is a clear and genuine choice of transport opportunities for future residents on site (under the NPPF's defined types of sustainable transport), other than reliance on single occupancy car use.

Comment

Misleading.

There's currently only a "clear and genuine choice" for destinations in an easterly direction:

- decent cycle-route as far as Cator Lane
- tram to Beeston and Nottingham.

9.1.3 The site is in an accessible location with walking, cycling and public transport access to and from local amenities and the wider sustainable transport network. The proposals are located in close proximity to the Toton Park & Ride tram facility, along with bus stops and routes on Stapleford Lane and as such there are opportunities for future residents on site to access nearby destinations (including Nottingham City Centre) via methods of active travel or public transport.

Comment

Misleading.

With current infrastructure/services:

- the site is only realistically "accessible" by cycling and public transport for destinations to the east
- residents will only have good-quality opportunities "to access nearby destinations" to the east.

Figure 15 — Precedents at other major developments

EAST MIDLANDS GATEWAY



Expertise ▾Projects →Mobility worldwide ↗Careers ↗

Q

The vision for the site was to create a regionally significant employment hub that could be reached without reliance on the private car, but there were several challenges to this:

- It's 13 miles from the closest cities of Nottingham and Derby.
- It's next to the M1 making commuting by car very attractive.
- There are 24/7 operations, meaning employees arriving day and night.
- All the above made the prospect of encouraging sustainable travel a challenge.



The solution

We worked alongside SEGRO and a team of planners, engineers, architects, and lawyers to develop a Travel Plan and Public Transport Strategy for the site, setting out the transport infrastructure to enable employees to commute sustainably.

When the site build commenced, upgrades to shared paths, new signalised crossing points, and a new bus terminal provided the necessary transport infrastructure. ITP's joint-working with local transport operators led to three high-frequency bus services calling at the site from first occupation and a new fully electric on-site shuttle bus made it easier and quicker to get around the site.

Beyond the planning phase, we were retained by SEGRO as the Site Wide Travel Plan Coordinators, working with the 13 businesses on-site to encourage sustainable commuting.

Source <https://www.integratedtransportplanning.com/en/projects/segro-logistics-park-east-midlands-gateway>

Comment It seems anomalous that:

- for the East Midlands Gateway development, there was a *Public Transport Strategy*
- there's apparently no equivalent for the Toton/Chetwynd Development.

RATCLIFFE-ON-SOAR POWER STATION REDEVELOPMENT

Ratcliffe-on-Soar Redevelopment Sustainable Transport Strategy

Version 6-0

May 2025

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Transport Working Group

- 8.5 A Transport Working Group (TWG) will be established to work collaboratively with local stakeholders to share updates on the redevelopment and explore options for joint

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Ratcliffe-on-Soar Sustainable Transport Strategy

working. Whilst the group will not be a formal decision-making body, it will be a forum for generating and discussing ideas that could support improvements to sustainable transport to the site and to neighbouring cities/towns and strategic developments.

- 8.6 The TWG will be established prior to the submission of the first Certificate of Compliance that is likely to generate significant employee trips to the site. This is anticipated to be in Phase C of the redevelopment. The TWG will meet annually, or more frequently if required, to discuss the delivery of transport measures related to the LDO.
- 8.7 Invitees are likely to include the following:
- Landowner.
 - Developers.
 - Local Planning Authority – Rushcliffe Borough Council.
 - Local Transport Authority – Nottinghamshire County Council.
 - Site Wide Travel Plan Coordinator.
 - Plot Specific Travel Plan Coordinators.
 - National Highways.
 - Bus Operators – Trentbarton, NottsBus on Demand.
 - Rail Operators – East Midlands Railway, Network Rail.
 - Tram Operator – NET Tram.
 - Interested parties – East Midlands Combined Authority, East Midlands Freeport, SEGRO (East Midlands Gateway), Manchester Airports Group (East Midlands Airport).

Description Title-page – and description of *Transport Working Group* – from Ratcliffe-on-Soar Redevelopment *Sustainable Transport Strategy*

Source <https://planningon-line.rushcliffe.gov.uk/online-applications/>, Planning Application 25/00307

Comment It seems anomalous that – for the Ratcliffe-on-Soar Redevelopment – there is a *Sustainable Transport Strategy* and a *Transport Working Group*, but that there are no equivalents for the Toton/Chetwynd Development.

General comment If the precedents set by the East Midlands Gateway development and the Ratcliffe-on-Soar redevelopment could be followed for the Toton/Chetwynd Development, planning applications such as 25/00371 might become approvable.