



Bloor Homes Ltd

Land at Toton West, Broxtowe

Residential Travel Plan

December 2025



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Residential Travel Plan

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CONTENTS

1.	Introduction	4
1.1	Overview	4
1.2	Scope of Assessment	5
1.3	Definition of a Travel Plan	5
1.4	Structure of Report	7
2.	Approach to New Sustainable Communities	8
2.1	Overview	8
2.2	Context	8
2.3	The Industry View	8
2.4	Vision	9
2.5	Validate	11
2.6	Opportunities	12
3.	Policy Review	13
3.1	Overview	13
3.2	Summary	21
4.	Existing Conditions	22
4.1	Overview	22
4.2	Highway Network	22
4.3	Walking and Cycling	24
4.4	Public Transport	32
4.5	Summary	36
5.	Development Proposals	38
5.1	Overview	38
5.2	Development Quantum	38
5.3	Vehicle Access	38
5.4	Parking	38
5.5	Non-Motorised User Access	39
6.	Aims, Objectives and Targets	41
6.1	Overview	41
6.2	Aims	41
6.3	Objectives	41
6.4	Baseline Mode Split	42
6.5	Initial Targets	44
6.6	Summary	46

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7.	Measures and Incentives	47
7.1	Overview	47
7.2	Travel Plan Co-ordinator	47
7.3	Communication and Marketing	48
7.4	Travel Welcome Pack	48
7.5	Noticeboard	50
7.6	Baseline Surveys	50
7.7	Walking and Cycling Measures	51
7.8	Public Transport Measures	52
7.9	Car Share	53
7.10	Mobility Credits	53
8.	Monitoring and Review	55
8.1	Overview	55
8.2	Monitoring	55
8.3	Reporting	55
9.	Action Plan	57
9.1	Introduction	57

APPENDICES

APPENDIX A Masterplan

APPENDIX B Drawings

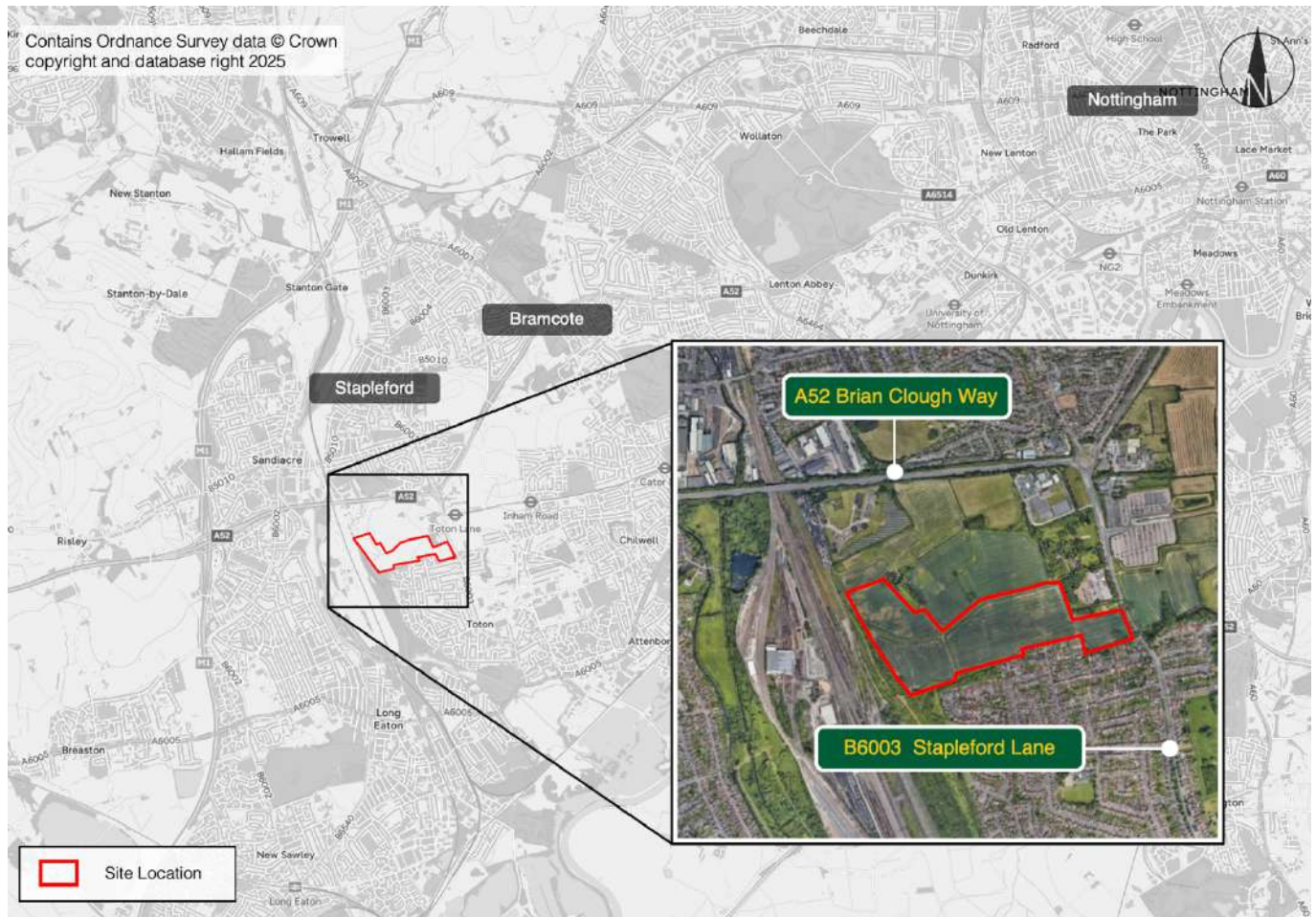
APPENDIX C Travel Plan Survey Example

1. Introduction

1.1 Overview

- 1.1.1 mode transport planning (mode) has been commissioned by Bloor Homes Ltd to prepare a Residential Travel Plan (RTP) in relation to the live Outline Planning Application (ref: 25/00371/OUT) for a residential development on land to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire.
- 1.1.2 The application is for the following:
- “Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure.”*
- 1.1.3 A copy of the illustrative masterplan is included at **Appendix A**, for reference.
- 1.1.4 Vehicular access will be provided through the provision of a new signal-controlled crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the crossroads junction; whereas the eastern arm will serve a future phase of development at Toton East (which will be subject to a separate planning permission) in the fullness of time.
- 1.1.5 The site is located between the local settlements of Toton and Stapleford, c.8km to the west of Nottingham City Centre. An overview of the site's location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location



1.2 Scope of Assessment

- 1.2.1 This Residential Travel Plan (RTP) sets out incentives to assist in reducing the number of vehicular-based trips, and to increase the number of pedestrian, cycle and public transport trips associated with the residential parcel of the development.
- 1.2.2 An accompanying Transport Assessment (TA) has been prepared and should be read in conjunction with this RTP. The TA considers the transport issues at the site and identifies the likely impacts of the proposed development with all modes of travel considered. It sets out the methodology for assessing the baseline conditions and proposed development schedule and provides a summary of the various associated transport implications including any mitigation requirements arising.

1.3 Definition of a Travel Plan

- 1.3.1 Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' produced by the Department for Transport (DfT) (2024) acts as the national policy for travel planning and states that a Travel Plan (TP) is:

“A long-term management strategy for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

- 1.3.2 This aligns closely with the definition provided by NCC's (Nottinghamshire County Council's) *Guidance for the Preparation of Travel Plans In support of Planning Applications* (2010), which states that:

“A Travel Plan is a long-term management strategy for development that seeks to minimise single-occupancy car trips (whilst maintaining accessibility for other modes) through a series of Measures. Performance of the Travel Plan is judged against Targets. The Travel Plan itself is articulated within a document that is regularly reviewed.”

- 1.3.3 An RTP therefore sets out ways in which residents can reduce the number of vehicle trips to and from a site, by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of residents, visitors and deliveries, in the context of the local environment and transport network.
- 1.3.4 An RTP involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single-occupancy Internal Combustion Engine Vehicle (ICEV) movements to and from the development. The travel planning process includes continuous monitoring, review, and refinement over time, as travel survey data is collected, to determine trends in travel patterns. An RTP report is therefore a 'living' document that will be continually updated.
- 1.3.5 The travel planning process will aim to deliver the following:
- Partnership approach to influence the travel behaviour of occupiers (residents / visitors) to and from the site;
 - Safe and viable alternatives to single-occupancy ICEV travel to and from the site;
 - Fewer vehicle trips and a reduction in overall vehicle mileage (including reduction in emissions);
 - Inform occupiers (residents / visitors) of the social, environmental and economic costs of their travel choices; and,
 - Improved accessibility for all.

1.4 Structure of Report

1.4.1 This report contains a set of recommendations for the necessary aims, objectives, targets and measures to help reduce the number of car trips generated by the development and increase the number of pedestrians, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns and updating the RTP report over a five-year period.

1.4.2 Following this introduction, the RTP is structured as follows:

- **Chapter 2** – Summarises the approach adopted towards the delivery of new communities and namely a vision and validate approach;
- **Chapter 3** - Sets out the relevant national and local transport policy context to demonstrate conformance;
- **Chapter 4** - Describes the existing situation in terms of the site location and accessibility by all modes;
- **Chapter 5** - Details the proposed development, including site access and sustainable travel measures;
- **Chapter 6** - Details the RTP strategy including details of the aims, objectives and benefits that the RTP will provide, along with indicative targets;
- **Chapter 7** - Describes the site-specific measures to be implemented at the site in order to achieve the targets;
- **Chapter 8** - Details the monitoring and reviewing process of the ongoing progress of the RTP; and,
- **Chapter 9** - Provides an Action Plan on how the RTP will be implemented and coordinated.

1.4.3 This report represents the stages in the travel planning process. This RTP is a 'living' document and further steps and revisions may follow once the development is constructed and occupied further; when the resident travel patterns are understood from data collected through travel surveys, as set out within this report.

2. Approach to New Sustainable Communities

2.1 Overview

- 2.1.1 This chapter sets out the intended approach towards the development of a vision for the site, in accordance with the requirements of the updated NPPF. This is predicated on a different approach to 'traditional' transport planning towards a "Vision and Validate" led ethos to movement and connectivity.
- 2.1.2 This will be embedded as a central theme amongst the proposed development, to provide a sustainable, long-term and clear direction of travel for addressing opportunities for the site, whilst considering local and national trends and best practice guidance.

2.2 Context

- 2.2.1 Since the "Traffic in Towns" report was first published in the 1960s the "Predict and Provide" approach has characterised the philosophy of transport planning in the UK; one of predicting future demand for car travel and providing the necessary related infrastructure to meet that demand, which has unwittingly led to a primary focus on the motor car.
- 2.2.2 Maintaining such an approach will ultimately lead to the continual expansion of potentially unsustainable highway infrastructure to meet the latent demand for car usage. As transport and town planning professionals, we are all striving for a cleaner, more sustainable approach to transport and our environment; a better approach to transport planning would therefore be to focus on opportunities created by a "*Vision and Validate*" or "*Decide and Provide*" approach, comprising the following:

Vision

Setting out and planning from the outset what we want 'inspiring, sustainable growth' to look like.

Validate

Utilising exemplar design and modal shift forecasting techniques to test that vision, ensuring that our efforts will lead us to the best ways of eventually achieving it.

2.3 The Industry View

- 2.3.1 The shift away from a 'Predict and Provide' methodology towards a 'Vision and Validate' approach is endorsed by various key industry organisations who collectively have published a wealth of guidance for those engaged in planning, master planning and transport assessment. Pertinent guidance documentation is as follows:

- CIHT – Better Planning, Better Transport, Better Place (2019);

- Town and County Planning Association – Guide 13 (2020);
- TRICS Consortium – Decide and Provide Guidance (2021);
- Department for Transport – Decarbonising Transport (2021); and
- CIHT/TPS – Vision Led Planning (2025)

2.3.2 Each document describes the desired shift in approach and importantly it is considered that the ‘*Vision and Validate*’ approach aligns with the NPPF requirement for sustainable transport issues to be considered at the earliest stages of plan-making/development proposals so that opportunities to promote walking, cycling and public transport are pursued.

2.3.3 The following guidance documentation provides a useful basis for the application of the paradigm shift in practical terms:

- Active Travel England Standing Advice Note: Active Travel and Sustainable Development (Oct 2023); and,
- DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (Dec 2022).

2.3.4 Both documents recognise the importance of sustainable travel in achieving various policy objectives with Active Travel England (ATE) identifying how the government’s gear change strategy has the objective of 50% of journeys in towns and cities being walked, wheeled, or cycled by 2030. NH also identify the importance of sustainable travel seeking an approach to transport assessment that favours trip containment and/or modal shift over new connections or Strategic Road Network (SRN) infrastructure.

2.3.5 The proposed development has been guided by these objectives to assess why people travel, the potential catchment of walking, cycling and public transport trips, what trip attractors are situated within these catchments and to review the sustainable travel network to link the attractors with the site (and vice versa).

2.4 Vision

2.4.1 The opportunity that the development presents is one of aspiration and opportunity to deliver the following vision:

“a new sustainable community with a real focus on realising a low carbon transport agenda at its very core. The intention is to promote sustainable forms of transport to residents and visitors at the site; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site.”

2.4.2 Aside from the anticipated benefits in terms of addressing the impacts of traffic congestion, the strategy is intended to introduce several interrelated benefits in parallel, namely improved health, better air quality, improved highway safety, improved community cohesion and enhanced inclusiveness and mobility.

2.4.3 Our overarching mobility strategy will be focused around living locally, supported by active travel; “the low carbon 20-minute neighbourhood”, as shown in **Figure 2.1** below.

Figure 2.1 Low Carbon 20-minute Neighbourhood



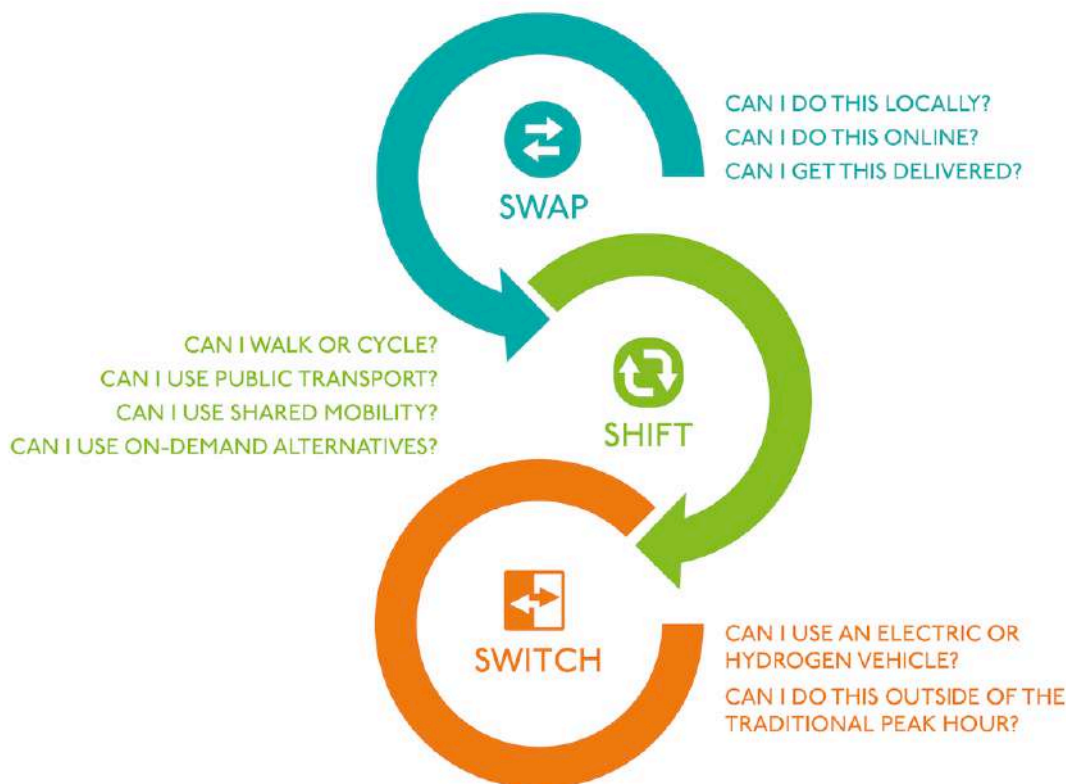
2.4.4 The 20-minute neighbourhood is all about living locally, giving people the ability to meet many of their daily needs within a 20-minute walk from home, with safe cycling and local transport options supplementing this. The aim is to encourage people to spend more time locally, using public open green space, cycling, and walking instead of using cars and connecting with neighbours. This will also help facilitate a low carbon strategy for the site, which mitigates the likely environmental impacts of the site through a reduction in transport emissions and energy use.

2.4.5 It is important to recognise that some trips will require people to travel further afield; however, the strategy seeks to provide opportunity for as many trips as possible to be met locally and via sustainable travel rather than through stymieing choice.

2.5 Validate

2.5.1 The use of the private car will still be necessary outside of the 20-minute neighbourhoods and strategic long-distance travel, will still form part of a weekly routine/requirement; however, the 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



2.5.2 To validate the vision, much local movement is envisaged to be by sustainable modes of transport, either through walking, cycling or on public transport. As technology advances, these traditional modes can be supplemented by the introduction of newer transport modes such as e-scooters and e-bikes.

2.5.3 It means that ultimately our validation would be a very low car environment, which will create pleasant open space, boost local economy, address overarching societal health issues and start to make a significant reduction on the overall carbon footprint of the proposed development.

2.6 Opportunities

2.6.1 The Vision and Validate approach is built around the premise that when the various transport initiatives gain traction and yield results in terms of uptake of sustainable transport, the requirement to address potential highways capacity issues becomes less onerous. Focussing on sustainable travel will have a range of benefits over and above the obvious positive impact in terms of reduced congestion levels as follows:

- Reducing the impact of the proposal on local road capacity;
- Reduction in potential number of additional vehicular trips, potentially reducing the requirement, scale and cost of off-site highway works;
- Reducing the likely environmental impacts of the site (transport emissions and energy use);
- Improving accessibility and tackling social exclusion;
- Improving access to public transport; and,
- Promotion of healthy lifestyles and wellbeing through more physical activity and use of active travel modes.

3. Policy Review

3.1 Overview

3.1.1 local planning policy relative to land to the proposals as follows:

- National Planning Policy Framework (2024);
- National Planning Policy Guidance (2024);
- DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022);
- Nottinghamshire County Council - The Nottinghamshire Plan (2021 – 2031);
- Nottinghamshire County Council Local Transport Plan (2021 – 2031);
- Nottinghamshire County Council Guidance for the Preparation of Travel Plans In support of Planning Applications (2010); and,
- Broxtowe Borough Council Local Plan Part 1 (2014); and,
- Broxtowe Borough Council Local Plan Part 2 (2019).

National Planning Policy Framework (2024)

3.1.2 The National Planning Policy Framework (NPPF) was revised in response to the proposed reforms to the NPPF and other changes to the planning system consultation held on the 12th December 2024 and sets out the government's planning policies for England and how these are expected to be applied going forward.

3.1.3 The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

3.1.4 Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals using a vision led approach (Para. 109). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

3.1.5 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

3.1.6 In regard to planning policies, in Para.111 the NPPF states that these should:

- *“Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).”*

3.1.7 Within the context of assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 115, pg.32-33):

- *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.”*

3.1.8 In regard to determining the decision of planning applications on highway grounds, Para. 116 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

3.1.9 Within this context, new developments should (Para. 117, pg.33):

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

3.1.10 Paragraph 118 of the NPPF concludes that all developments expected to generate significant amounts of movement should provide a TP. The proposed development has been assessed in accordance with the NPPF guidelines and this RTP demonstrates that the above objectives would be satisfied by the development proposals.

Planning Practice Guidance (2024)

3.1.11 The Planning Practice Guidance (PPG) was published in 2012 and most recently revised in 2024. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport, with Travel Plans outlined as important documents which can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected and inclusive communities;
- Improving road safety; and,
- reducing the need for new development to increase existing road capacity or provide new roads;

3.1.12 The PPG outlines that TPs should identify the specific required outcomes, targets and measures and set out clear future monitoring and management arrangements. **Chapter 6** of this RTP specifically sets out appropriate targets to reduce car dependency on site, with the measures proposed to help reach these targets set out in **Chapter 7**.

3.1.13 This RTP demonstrates that the development accords with the guidelines set out in PPG and that multi modal alternatives to single-occupancy ICEV use will be promoted to residents on site.

DfT Circular 01/2022 - Strategic Road Network and the Delivery of Sustainable Development (2022)

3.1.14 DfT Circular 01/22 is the policy of the Secretary of State (SoS) in relation to the Strategic Road Network (SRN) and is applicable to the entire SRN. This document replaces the policies in DfT circular 02/2013 of the same title.

- 3.1.15 It is the intention that circular 01/22 be read in conjunction with the NPPF, planning policy for traveller sites, national planning policy for waste, planning practice guidance, national design guide, National Model Design Code, MfS, local transport note (LTN) 1/20 and all other material considerations when strategic policy-making authorities are making decisions on planning and development proposals under the Town and Country Planning Act 1990.
- 3.1.16 The circular describes at paragraph 12 how: *“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable”* and at paragraph 13 how development should only be promoted: *“at locations that are or can be made sustainable and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified.”*
- 3.1.17 Paragraphs 16 and 17 describe how delivery of high-quality places and movement networks is fundamental to what the planning/development process should achieve. In regard to movement the process should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks both within and outside the site.
- 3.1.18 This is intended to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development schemes.
- 3.1.19 Paragraph 23 takes these principles forward describing how development related capacity enhancements should be considered on a case-by-case basis where: *“The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.”*
- 3.1.20 The importance of TPs is also outlined as they represent an effective means in achieving enhanced sustainable transport.
- 3.1.21 The proposed scheme has been assessed, produced and submitted in accordance with the strategy and guidelines detailed above in Circular 01/22.

Nottinghamshire County Council - The Nottinghamshire Plan (2021 – 2031)

- 3.1.22 The Nottinghamshire Plan (TNP) (adopted 2021) sets out NCC's 10-year vision for Nottinghamshire.
- 3.1.23 TNP sets out a series of nine ambitions for which the ambition relating to this RTP has been detailed below for reference:
- Ambition 8: Improving transport and digital connections.

3.1.24 Ambition 8 as detailed above is pertinent to this RTP such that NCC state that over the next four years they will:

- *“Invest in and improve the condition of the County’s roads and pavements;*
- *Improve local and regional transport connections to make journeys easier;*
- *Support people with transport options that are healthier and more sustainable;*
 - *We’ll promote and roll-out sustainable, low-carbon and healthy travel options and encourage people to try healthier, more environmentally-friendly ways of travelling. We’ll also promote options for cycling and walking to school and raise awareness of the harm to health, especially children’s health, caused by poor air quality. These will help reduce Nottinghamshire’s carbon footprint and improve health and wellbeing.*
- *Improve bus services;*
 - *We’ll deliver improved bus services to make bus travel better, easier, and more accessible. We’ll also address rural isolation and use new technologies to make our services more efficient.*
- *Expand walking and cycling networks;*
 - *We’ll make walking and cycling part of our wider transport network, and ensure all new highways and developments are designed with walking and cycling in mind.*
- *Keep our highways safe and reduce congestion;*
- *Keep improving our school transport services; and,*
- *Increase coverage of Gigabit capable broadband across Nottinghamshire”.*

3.1.25 The ambitions set out within The Nottinghamshire Plan have been taken into consideration and where appropriate are referenced in throughout this RTP.

Nottinghamshire County Council - Local Transport Plan (2011 – 2026)

3.1.26 The third NCC Local Transport Plan (LTP3) was adopted in April 2011 and sets out the County Council’s Transport Strategy across Nottinghamshire.

3.1.27 The LTP summarises that the strategy to make best use of the existing transport networks will involve:

- *“Reducing the need to travel through effective land-use planning;*
- *effective parking strategy for on street and off-street parking provision for all road users, including parking provision for new developments;*
- *delivery of a programme of ‘smarter choices’ measures such as travel plans, promotion and marketing of sustainable travel and better use of technology; and,*

- *supply-side solutions, such as traffic management; as well as the provision of public transport services and cycling and walking facilities”.*

3.1.28 One of the key strategies of the LTP is to provide a reliable, resilient transport system which supports a thriving economy and growth, which will involve the delivery of a programme of ‘smarter choices’ measures such as travel plans, promotion and the marketing of sustainable travel and better use of technology.

3.1.29 The LTP outlines that travel plans have a particular role in improving accessibility by providing people with the information they need to make a range of journeys. Furthermore, the LTP sets out *“A key aim of travel planning is to improve accessibility by providing engineering measures where necessary, making people more aware of the choices of transport available to them, in addition to the routes they are able to take. Travel Plans will therefore play a key role in improving accessibility through the provision of information on journey planning, as well as the associated supporting infrastructure.”*

3.1.30 This RTP sets out a strategy for promoting and encouraging sustainable travel and better use of public transport and EV vehicle use to ensure residents on site will be fully informed on the benefits of active travel and public transport.

3.1.31 This RTP demonstrates that the above objectives would be satisfied by the suite of sustainable measures that complement the development proposals. Furthermore, a range of measures will be marketed and promoted to residents on site in order to ensure all users on site are fully aware of opportunities and the infrastructure that will be provided on site to enable active travel and public transport trips, in lieu of single-occupancy ICEVs.

Nottinghamshire County Council - Guidance for the Preparation of Travel Plans In support of Planning Applications (2010)

3.1.32 The NCC Guidance for the Preparation of Travel Plans In support of Planning Applications (Travel Plan Guidance - TPG), approved and adopted in September 2010, has been prepared by NCC to support planning applications within Nottinghamshire. The document focuses on achieving sustainable development in Nottinghamshire.

3.1.33 The document includes Indicative Thresholds for Transport Assessments and Travel Plans (Table 2 - Source DfT Guidance on Transport Assessment, 2007), which stipulates the requirement for a TA and TP in the case of residential (C3) developments comprising more than 80 units.

3.1.34 The TPG details that *“District and Borough-level Planning Authorities within Nottinghamshire will forward any Transport Assessments and Travel Plans submitted in support of planning applications to Nottinghamshire County Council (NCC) for their comment and approval”.*

3.1.35 The TPG recognises *“that there is no national standard format or content for Travel Plans”*, prior to detailing that *“there are six core components which should be in every Travel Plan”*. These are:

- *“A commitment from the developer to minimise Single Occupancy Vehicle (SOV) use by promoting and supporting alternative modes;*
- *The identification of a Travel Plan Co-ordinator to manage travel to and from the site;*
- *The setting of Targets with respect to the number of vehicles using a site;*
- *The adoption of measures to reduce SOV travel in line with the Targets set;*
- *The adoption of a monitoring regime to report achievement against Targets to the Council; and,*
- *The commitment to review and update the Travel Plan in response to monitoring against Targets, which may include for the provision of fall-back measures”.*

3.1.36 The guidance details that *“Travel Plans are equally applicable to developments that both generate trips (i.e. housing) or attract trips (e.g. employment, leisure, services and facilities)”* and further highlights that *“a Travel Plan submitted in support of a development must be directly and clearly related to any supporting Transport Assessment”.*

3.1.37 It is noted that *“the Travel Plan itself should be a ‘living’ document. As such, the developer should give a commitment to review this periodically. Given this, a commitment to a three-year review and evaluation for District and County Councils should be given within the document”.*

3.1.38 NCC stipulate that *“although formal monitoring will be required for a set timeframe, the requirement for a Travel Plan governing the management of trips to and from the site will continue to operate beyond the formal monitoring period”.*

3.1.39 The remainder of the guidance prescribes a series of recommended details, targets, processes and measures which could be included as contents of the TP. Given its guidance status, the TPDG document has material consideration in the determination of planning applications in Nottinghamshire and as such has been consulted to inform the contents of this RTP.

Broxtowe Borough Council Local Plan

3.1.40 Broxtowe Borough Council's Local Plan comprises two parts:

- Part 1 Local Plan: Core Strategy (2014); and,
- Part 2 Local Plan (2019).

3.1.41 Part 1 of the Local Plan sets out the vision, objectives, spatial strategy and the strategic policies for the borough up to 2028. Whilst Part 2 of the Local Plan includes specific site allocations to meet the housing need as set out in Part 1, as well as the policies against which planning applications will be accessed.

3.1.42 Part 1 of the Plan's requirements regarding travel planning are given in the following:

Policy 14: Managing Travel Demand

- A hierarchal approach to ensure the delivery of sustainable transport networks to serve new development...will be adopted which will seek to provide:
 - a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use public transport, walking and cycling for appropriate journeys including intensive travel planning);
 - 3.14.8 Travel demand management is about encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as 'Smarter Choices'. They are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive and difficult to enforce when provided to large numbers of people.
 - 3.14.9 Travel Plans will be required for significant new developments, showing how these objectives are to be met. Planning Conditions or Legal Agreements will be used to ensure Travel Plans are implemented. Existing major employers, schools, and other generators of travel demand will be strongly encouraged to develop Travel Plans including monitoring arrangements.

Policy 19: Developer Contributions

- 3.19.3 Developments must contribute as necessary to meet all on and off-site Infrastructure requirements to enable development to take place satisfactorily. These may include:
 - travel behavioural change measures (including travel plans, marketing and promotion)

3.1.43 Part 2 of the Plan's requirements regarding travel planning is given in Policy 26 below:

Policy 26: Travel Plans

- All developments of 10 or more dwellings or 1,000 square metres or more gross floorspace will be expected to submit a Travel Plan with their application.
- 26.1 The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the Aligned Core Strategy and therefore are considered to be in the most sustainable locations. For all large sites that come forward for development it is important that the transport impacts are assessed and where necessary mitigated in order to promote sustainable development. Travel Plans will be expected to include details of how developments will encourage walking, cycling and the use of public transport. Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to particular local circumstances. Guidance regarding the form and scope of the Travel Plan can be provided as part of pre-application advice.

3.2 Summary

- 3.2.1 In summary, the planning policies and guidance prescribed above demonstrate a clear narrative, both locally and nationally, to ensure development is located such that future users of the site (residents and visitors) will be provided with genuine modal choice of travel. This is achieved by situating development in locations that help reduce the need to travel, reduce average journey lengths and benefit from local infrastructure, to enable use of modes of transport other than the single-occupancy ICEV.
- 3.2.2 The planning policy described above also seeks to ensure that development is located to ensure those accessing the site are provided with genuine modal choice, by situating development in locations that reduce the need to travel, reduce average journey lengths and benefit from local infrastructure to enable use of mode of transport other than single-occupancy ICEVs.
- 3.2.3 The RTP for the proposed development has been prepared in line with the current best practice guidance and methodology, including the relevant local and national planning policy reviewed in this chapter.

4. Existing Conditions

4.1 Overview

4.1.1 This chapter details the existing transport conditions surrounding the development site. It provides a review of the existing pedestrian, cycle and public transport facilities and surrounding amenities, as well as an assessment regarding the safety of the local highway network.

4.1.2 Paragraph 110 of the National Planning Policy Framework (NPPF) (2024) states:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

4.1.3 The NPPF defines sustainable transport modes as including walking, cycling, low and zero emission vehicles, car sharing and public transport.

4.2 Highway Network

4.2.1 An overview of the highway network in close proximity to the site is illustrated in **Figure 4.1** below.

Figure 4.1 Highway Network



B6003 Stapleford Lane / Toton Lane

- 4.2.2 The B6003 Stapleford Lane forms the southern arm of the Bardills roundabout and runs in a north to south alignment, connecting the settlements of Stapleford and Toton. It is subject to a posted speed limit of 30mph and has street lighting along its entire length.
- 4.2.3 The B6003 Stapleford Lane benefits from footways on both sides of the carriageway and there are signalised crossing facilities on every arm of the Toton Lane Park and Ride access junction to enable safe, permeable movements across the B6003.

A52 Brian Clough Way

- 4.2.4 The A52 Brian Clough Way is a dual-carriageway that forms part of the Strategic Road Network (SRN). The road is a key arterial route between Derby in the west to Nottingham in the north-east. For the majority of its length, the road is subject to national speed limit (70mph).
- 4.2.5 The A52 Brian Clough Way can be accessed via the Bardills Roundabout, located north of the site along the B6003 Toton Lane. On each approach to the roundabout the speed limit reduces to 40mph. Pedestrian footways, street lighting and multiple pelican crossings are in place at the roundabout to allow pedestrian movement across the A52 Brian Clough Way.

M1

- 4.2.6 Junction 25 of the M1 is located to the northwest of the site and enables access to the SRN via the A52 Brian Clough Way. To the north, the M1 provides onward connections to Mansfield, Sheffield Leeds and Doncaster and to the south, provides connections to East Midlands Airport, Leicester, Northampton, Luton and London.

Cleve Avenue, Whitburn Road & Epsom Road

- 4.2.7 These residential roads are located to the south of the site boundary and operate at a 30mph posted speed limit. The roads benefit from regular street lighting and c.2.0m footway provision on both sides of the carriageway.
- 4.2.8 There is an existing pedestrian connection between the existing Public Right of Way (PRoW) FP17 located at the southwest of the site and pedestrian provision at the Epsom Road / Banks Road roundabout.
- 4.2.9 Epsom Road is divided by a modal filter barrier, prevent vehicular traffic and only allowing pedestrian movement across. Street lighting and footways are provided throughout and provide onward pedestrian connections to the B6003 Stapleford Lane.

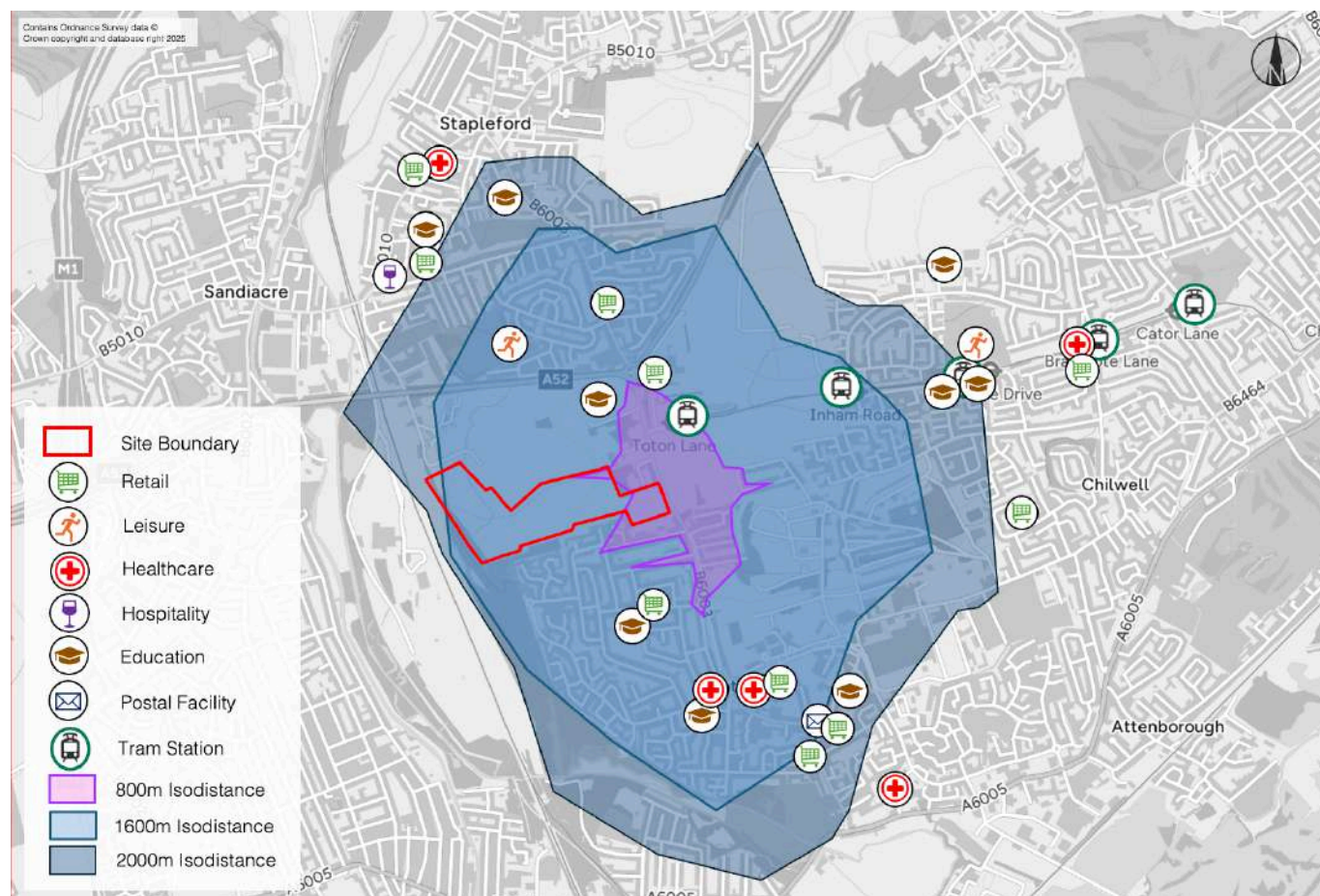
4.2.10

4.3 Walking and Cycling

Walking

- 4.3.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) document suggests that c.80% per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot. It goes on to say that traditional layouts are typically characterised as having a range of facilities within 10-minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 4.3.2 Moreover, paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (typically around 800m). It is stated; however, that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3.3 mode have drawn upon the above guidance in undertaking an assessment of walking distances to nearby local amenities. The distance of local amenities and facilities are set out in **Table 4.1**, along with the respective journey times to reach these amenities. **Figure 4.2** also provides a visual overview of the location of these amenities / facilities within the identified upper limit of an appropriate walking catchment of 2km, with consideration also made to those closer amenities within a more desirable 800m and 1mile catchment.
- 4.3.4 It should be noted that whilst the origin point for the iso-distances has been plotted from the site access, an assumption has been made that a further 300m would be required to represent the distance from the centre of the site. As such, the iso-distances have been plotted to 500m, 1300m and 1700m respectively.

Figure 4.2 Walking Catchment from Site



4.3.5 Figure 4.3 shows the pedestrian infrastructure in the immediate vicinity of the development site.

Figure 4.3 Local Pedestrian Network



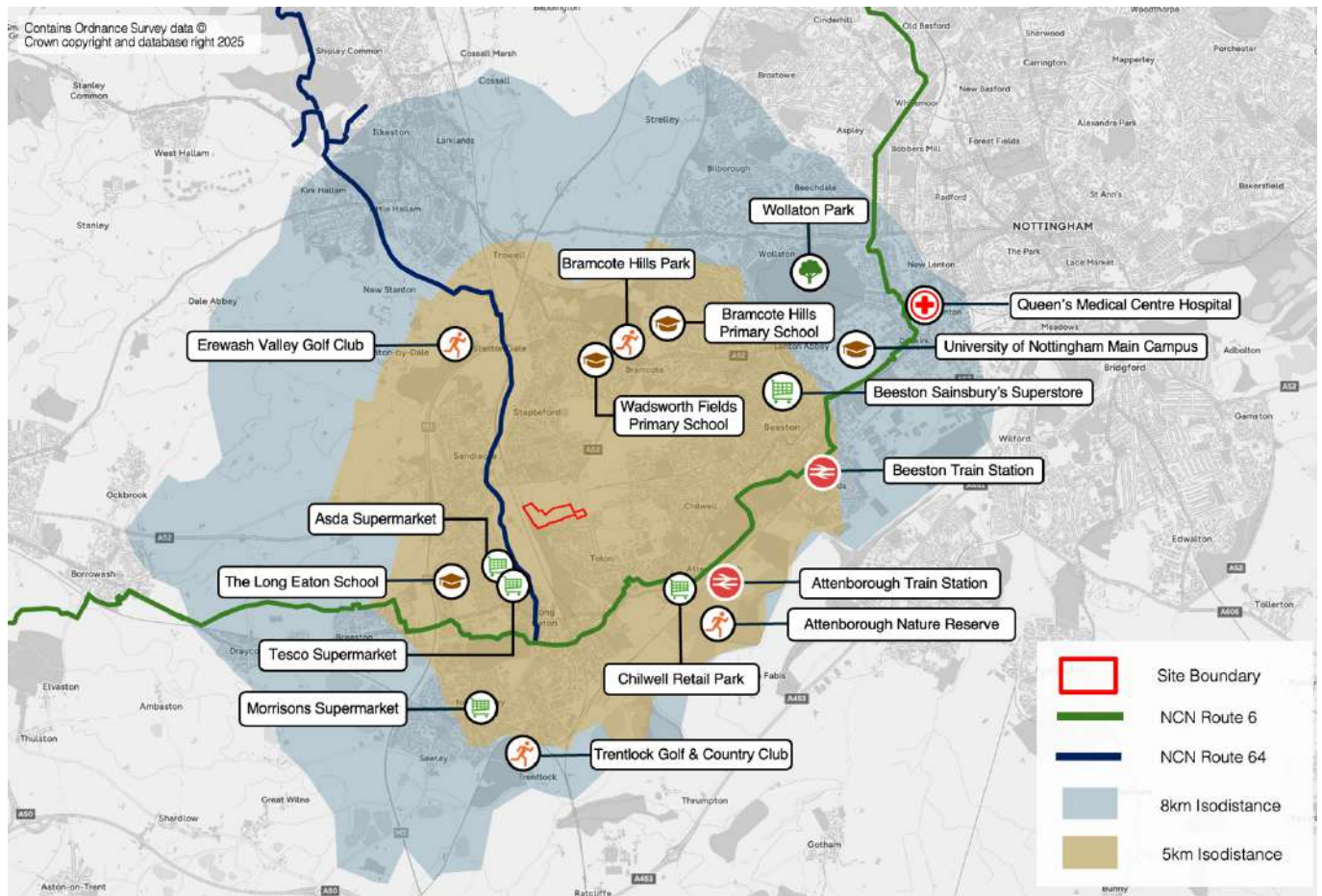
- 4.3.6 As shown in **Figure 4.3**, the B6003 Stapleford Road benefits from footway provision on both sides of the carriageway. At the junction with Banks Road and Swiney Way, pedestrians benefit from signalised crossing facilities to cross the B6003.
- 4.3.7 North of the site, the B6003 Stapleford Lane footway provision is provided on both sides of the carriageway. Signalised pedestrian crossings are located on each arm of the B6003 / Toton Lane Tram Park & Ride junction. Further Toucan signalised crossings are located on the Bardills roundabout which enable onward access into Stapleford and amenities such as the Morrisons Daily to the east of Toton Lane.
- 4.3.8 There are 3 Public Rights of Way (PRoW) in close vicinity to the development site: footpaths FP17, FP135 and bridleway BW27. Footpath FP17 runs directly through the site and provides connections to Toton Tram Park & Ride stop via a tactile dropped kerb crossing facility on the B6003 Stapleford Toton. To the southwest, FP17 provides an off-road connection to Toton and residential areas to the south of the site.

- 4.3.9 Bridleway BW27 commences on the eastern side of the B6003 following the tactile dropped kerb crossing and provides onward connections to BW28 towards Beeston. Finally, FP135 spurs to the east prior to crossing the tram tracks and provides an onward connection to Inham Road and onwards towards Nottingham City Centre.
- 4.3.10 As a whole, the footway network in the vicinity of the site provides safe and convenient access to the surrounding local facilities and amenities in Toton, as well as public transport links.

Cycling

- 4.3.11 Regarding cycling, the DfT Local Transport Note 1/20 'Cycle Infrastructure Design' sets out that it is widely considered that cycling has the potential to substitute short car trips, particularly those under 5km, and form part of a longer journey by public transport.
- 4.3.12 LTN1/20 further outlines that cycling is considered to be a highly sustainable mode of travel and generally journeys up to 8km are considered an achievable distance for most people. LTN 1/20 also states that:
- "Two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people."*
- 4.3.13 **Figure 4.4** 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.

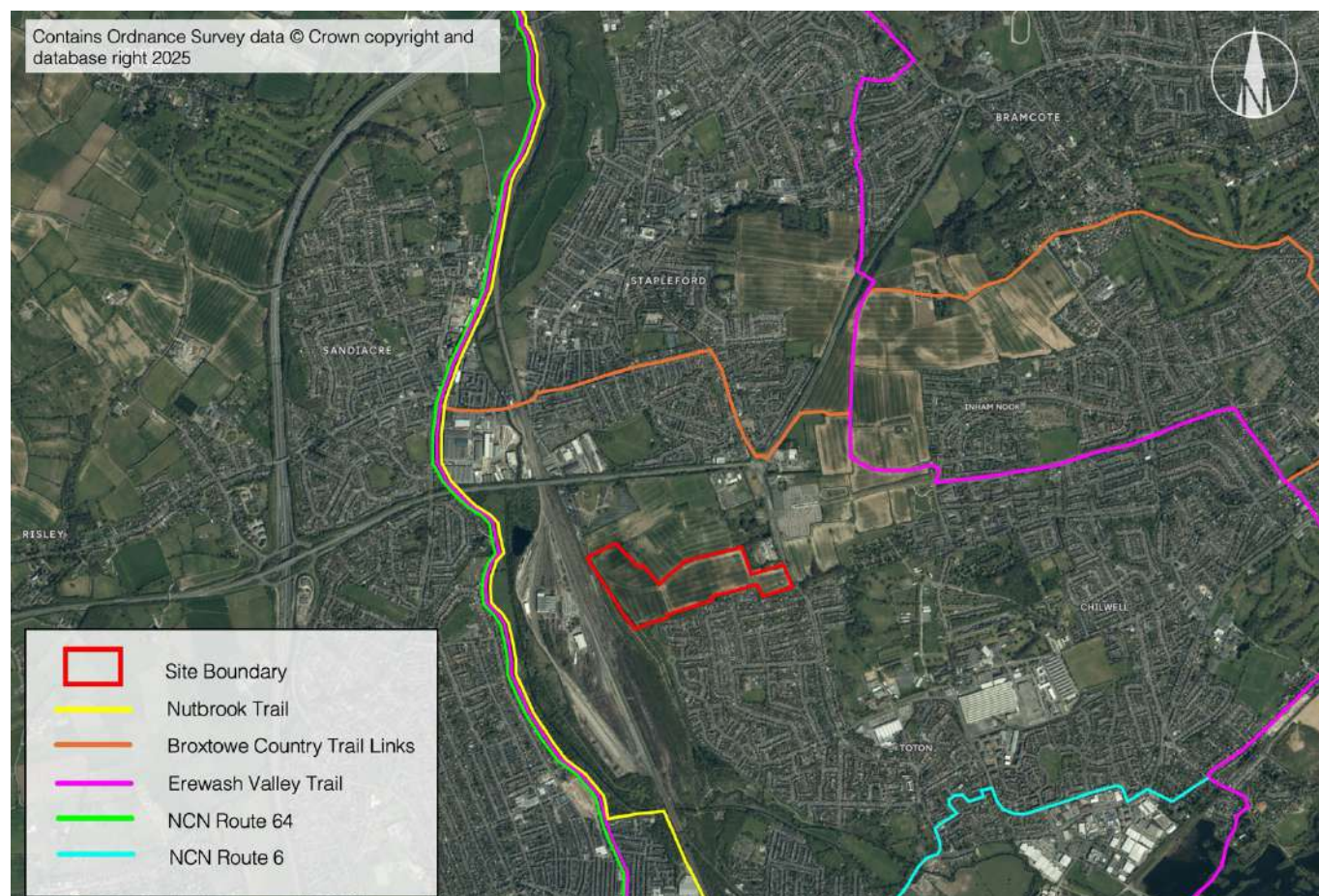
Figure 4.4 Cycle Catchment from Site



4.3.14 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.

4.3.15 **Figure 4.5** below illustrates the local cycling trails and routes in close vicinity to the site.

Figure 4.5 Cycling trails and Routes in Site Vicinity*



*Routes taken from Erewash online cycle trail maps and Sustrans NCN network online map

4.3.16 An excerpt of NCC's local Nottingham cycle map and recommended cycle routes close to the site, is shown below in **Figure 4.6**.

Figure 4.6 Cycling in Nottinghamshire Map



4.3.17 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.

Local Amenities

4.3.18 The distances and respective walking and cycling journey times to various local amenities are set out in **Table 4.1** below.

4.3.19 It should be noted that mode has utilised Google Maps distances and journey time tool to inform the distances to key amenities. The distances have been taken from the centre of the development site.

4.3.20 Further to the above, journey times have been estimated on the following two assumptions, with journey times for both pedestrians and cyclists rounded up to the nearest complete minute:

- Walking time: 80 metres per minute¹

¹ Walking time assumption based off section 6.3 within 'Planning for Walking' (2015) document, produced by the Chartered Institution of Highways and Transportation (CIHT)

- Cycling time: 268 metres per minute²

Table 4.1 Local Amenity Assessment

Amenity/Service	Distance (Metres)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Education			
Sunnyside Spencer Academy	2353	29	9
Eskdale Junior School	1936	24	7
Alderman Pounder Infant School & Nursery	2139	27	8
George Spencer Academy	1080	14	4
Fairfield Spencer Academy	1788	22	7
William Lilley Infant & Nursery School	2214	23	7
Bispham Drive Junior School	1285	16	5
Banks Road Infant and Nursery School	1547	19	6
Chetwynd Spencer Academy	1974	25	7
Healthcare			
Saxon Cross Surgery	2295	29	9
Chilwell Meadows Surgery	2830	35	11
The Valley Surgery	2684	34	10
Tesco Pharmacy	1480	19	6
Toton Surgery	1380	17	5
Retail			
Costa Coffee	1480	19	6
Tesco Extra	1480	19	6
Bardills Garden Centre	990	13	4
IAD Food and Wine	1140	14	4
Toton Fish Bar	1089	14	4
Morrisons Daily Toton Lane	1260	16	5
Sainsbury's	2424	30	9
Premier Brookhill St	2070	26	8
Morrisons Daily Toton Lane	1262	36	11
Chilwell Co-op	2449	31	9
Heron Food	2424	22	7
Chetwynd Road Post Office	1742	22	7
Kiva Skin Beauty Salon	1742	22	7
Deakin & White Barbers	1742	22	7

² Cycling time assumptions based off paragraph 13.6.3 within 'Cycle Infrastructure Design Local Transport Note 1/20' 'Paragraph published by the Department for Transport (2020)

Leisure			
Archers Field Recreation Ground	1243	16	5
Inham Nook Recreation Ground	2278	28	9
Transport			
Toton Park & Ride Station	720	9	3
Existing Bus Stops on Stapleford Lane	480	6	2

4.3.21 As demonstrated above, the site is located within an appropriate walking or cycling distance of a range of educational, leisure and retail facilities.

4.3.22 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.”*

4.3.23 As such, based upon the above assessment, it is considered that there are a range of amenities within an acceptable cycling distance of the site and there is also a network of designated / advisory nearby cycle routes to enable safe journeys by bike to these amenities.

4.4 Public Transport

Bus Services

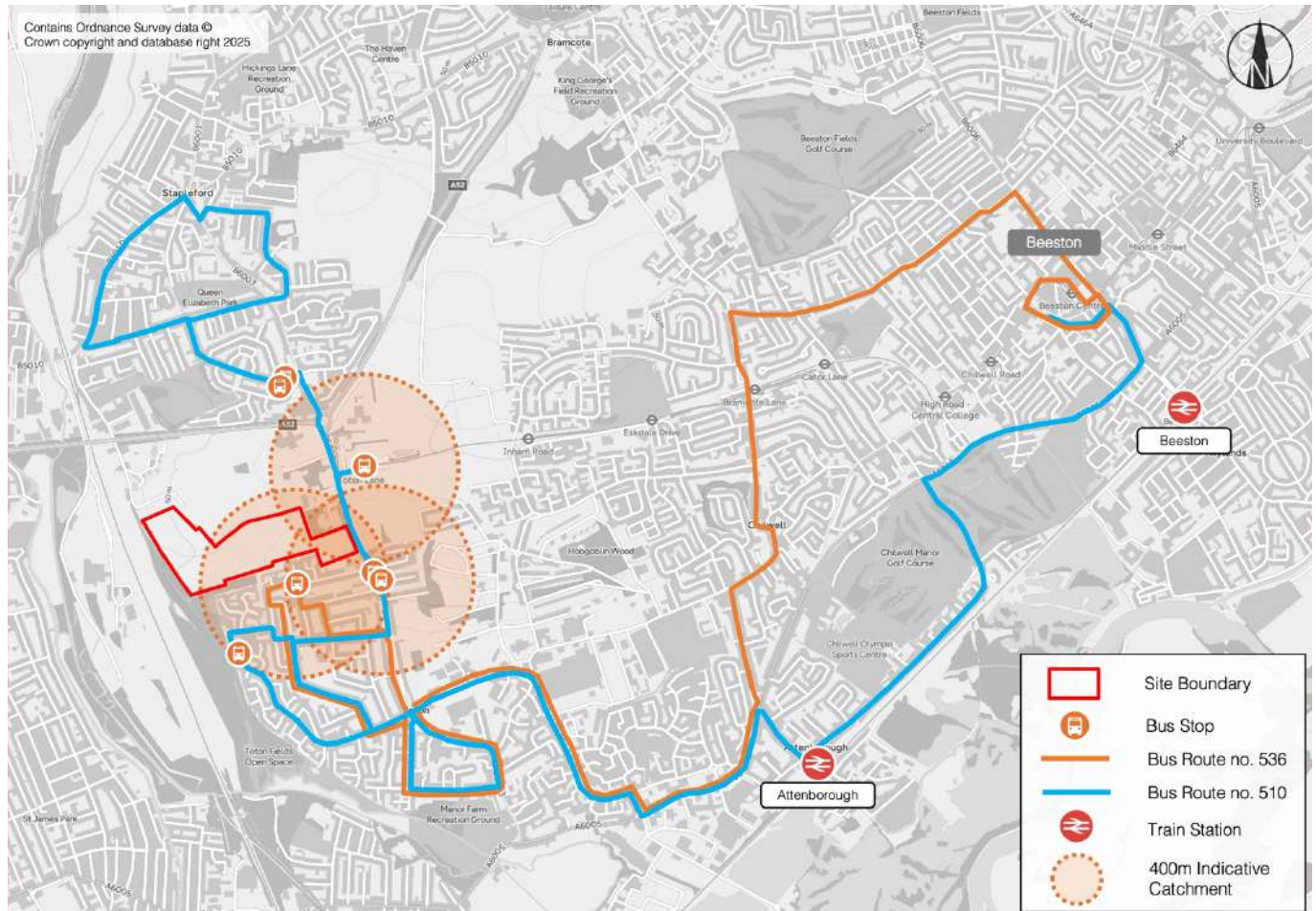
4.4.1 The Chartered Institute of Highways and Transportation (CIHT) published: ‘Buses in Urban Developments’ in 2018 to provide a reference for spatial and transport planners. In regard to the location of bus services, the document provides guidance on appropriate walking distances to bus stops:

“The Planning of development sites should consider the walking distances to bus stops and the corresponding bus catchment areas. This affects the distance between the adjacent bus routes and hence the street layout as a whole. Custom and practice for many years suggests a maximum walking distance of 400m from a bus stop.”

4.4.2 Furthermore, the Nottinghamshire Highway Design Guidelines outlines that: *“80% of dwellings should be within 250m to 400m maximum walking distance of a bus stop location where there is an existing or to be secured route.”*

4.4.3 Based on the above guidance, an assessment has been undertaken in relation to the nearest existing bus accessibility and service offering in proximity to the development site. An overview of the location of the nearest local bus stops and key routes is provided in **Figure 4.7** below.

Figure 4.7 Bus Routes and Bus Stop Locations



- 4.4.4 There are two bus stops within 400m of the proposed development site, located on either side of the B6003 Stapleford Lane in close proximity to the staggered junction between Stapleford Lane / Cleve Avenue / Katherine Drive. Both stops can be accessed via footways on either side of Stapleford Lane. These stops provide access to the no.510 and no.517 bus services.
- 4.4.5 The no.517 is a school service connecting the site with English Martyrs RC Catholic Voluntary Academy with the outbound service departing Toton Lane at 08:38 and arriving following a school day at 15:45.
- 4.4.6 Route no. 510 operates from Stapleford in the west to Beeston Interchange in the east. The bus stops located along the B6003 Stapleford Lane are made up of a flagpole design with printed timetable information.
- 4.4.7 Route no. 536 runs between the residential development to the south of the development, to Beeston Interchange in the east, and can be accessed via the nearest bus stop located on Spinney Rise. An overview of the typical bus frequency provision during peak times is provided in **Table 4.2** below.

Table 4.2 Local Bus Service Provision

No.	Route	Typical Peak Hour Frequency		
		Weekday	Saturday	Sunday
510	Stapleford – Beeston Interchange	1 per hour (07:41 – 18:30)	1 per hour (07:41 – 18:30)	No Service
517	Bramcote – English Martyrs RC Primary	2 services a day (pick up and drop off)	No Service	No Service
536	Chilwell – Toton - Beeston Interchange	5 per day (09:40 – 14:40)	5 per day (09:40 – 14:40)	No service

Bus services, frequencies and times are accurate as of December 2025

Rail Services

4.4.8 As outlined in **Figure 4.7**, the closest railway station to the sites is Attenborough train station, which is located c.2.4 km southeast of the sites, and accessible within a c. 46-minute walk or c. 14-minute cycle. Access to Attenborough train station can also be achieved via the 510-bus route, which is accessible from the Toton Lane Park & Ride tram stop and from the aforementioned bus stops on the B6003 Stapleford Lane, in proximity to the staggered junction between Stapleford Lane / Cleve Avenue / Katherine Drive.

4.4.9 Attenborough Station benefits from 28 cycle parking spaces, with the route to the station following recommended on road cycle routes (as illustrated on **Figure 4.6**): B6003 Stapleford Lane, Swiney Way and Attenborough Lane.

4.4.10 The station operates hourly services between Matlock and Nottingham via Derby and between Leicester and Lincoln, with alternating trains continuing to Grimsby. Attenborough station also serves the cross-country service between Nottingham and Cardiff, stopping at Derby, Birmingham New Street and Gloucester.

4.4.11 An overview of the rail services operating at Attenborough Train Station is set out in **Table 4.3**.

Table 4.3 Rail Service Frequency*

Destination	Typical Peak Hour Frequency	Typical Journey Time
Attenborough		
Matlock	1 per hour	1 hour 15 minutes
Derby	4 per hour	31 minutes
Nottingham	2 per hour	12 minutes
Leicester	3 per hour	39 minutes
Grimsby Town	1 per 2 hours	2 hours 7 minutes
Lincoln Central	1 per hour	1 hour 9 minutes

Timetable information obtained in December 2025. Information has been obtained from www.thetrainline.com

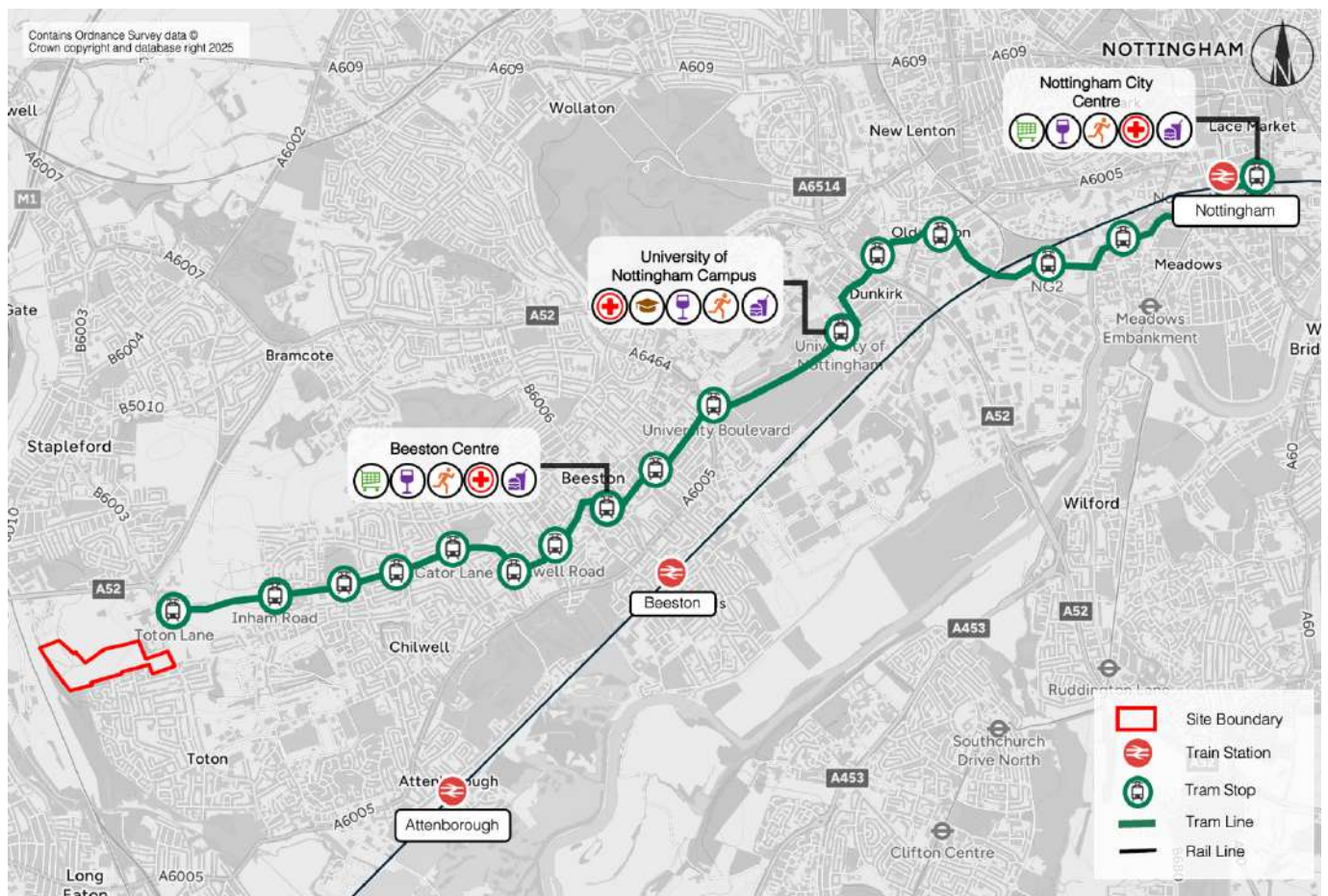
4.4.12 Further facilities at Attenborough Station include:

- Step free platform access;
- CCTV; and,
- 28 x cycle storage stands.

Tram Services

4.4.13 The Nottingham Express Transit (NET) network provides connections between the site to Nottingham City Centre, via Beeston and the University of Nottingham, as illustrated in **Figure 4.8**.

Figure 4.8 Nottingham Express Transit (NET) Tram Network



4.4.14 As illustrated above, the NET offers a direct public transport link into Nottingham City Centre, with an average journey time of 31 minutes. An overview of typical tram frequency during peak times is provided in **Table 4.4**.

Table 4.4 NET Tram Service Frequency

Route	Typical Peak Hour Frequency		
	Weekday	Saturday	Sunday
Toton Lane > City Centre > Hucknall	6 per hour	6 per hour	6 per hour
Hucknall > City Centre > Toton Lane	6 per hour	6 per hour	6 per hour

Tram services, frequencies and times are accurate as of December 2025

4.4.15 Between Monday and Saturdays, trams operate between 06:01 and 01:05, on Sundays, trams operate between 06:01 and 00:05 and as such, there is excellent, frequent coverage across the day.

4.4.16 The typical journeys times from the tram stops nearest to the site to the destinations above is provided in **Table 4.5** below.

Table 4.5 NET Tram Service Journey Times

Destination Tram Stop	Typical Journey Time (From Toton Lane)
Beeston Centre	10 minutes
University of Nottingham	18 minutes
Nottingham	31 minutes

Tram services, frequencies and times are accurate as of October 2025

4.4.17 The Toton Lane Park & Ride station is c.720m from the centre of the proposed development site, which equates to a c.9-minute walk or c.3-minute cycle.

4.4.18 The Park and Ride facility benefits from secure cycle parking provision, which is accessible through an annual Cycle Park subscription, which can also be used across 21 other hubs in Nottingham (£12 per year from 1st April 2024). There are also 8 rapid chargers (50kW) and 16 charging socket electric vehicle charging provision (EVCP) spaces which support commuters with electric vehicles.

4.5 Summary

4.5.1 This chapter has demonstrated that there is an opportunity available to travel to nearby amenities by sustainable means of travel: walking, cycling, car sharing or through public transport. As such, according with the NPPF's definition of sustainable transport modes:

"Any efficient, safe and accessible means of transport means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

4.5.2 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.

- 4.5.3 At this stage, consideration should also be made to Paragraph 110 of the NPPF, which sets out that significant development should be located in areas which are sustainable:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion, emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision making.”

- 4.5.4 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 great opportunities for future residents on site to access nearby destinations (including Nottingham City Centre) via methods of active travel or public transport.
- 4.5.5 Notwithstanding the above, it is acknowledged that improvements can be made to better connect pedestrians between the site and the existing footway network and amenities nearby. As such, the site access (detailed within **Chapter 5**) will also encompass signalised crossings on each approach arm to ensure safe permeability across the B6003. Furthermore, shared foot/cycleways will be implemented to the north and south of the access junction to enable better connections between the site and the Toton Lane Park and Ride tram stop.
- 4.5.6 Furthermore, this chapter has demonstrated that there are no inherent highway safety issues on the local highway network surrounding the site, which would likely be exacerbated by the development.

5. Development Proposals

5.1 Overview

- 5.1.1 This section of the TA sets out the details of the proposed development, the means of access and the proposed NMU access strategy for the site.

5.2 Development Quantum

- 5.2.1 The application is comprised of the following:

“Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure.”

- 5.2.2 A copy of the illustrative masterplan is included at **Appendix A**, for reference.

5.3 Vehicle Access

- 5.3.1 Vehicular access to the site will be through the provision of a new signalised crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the signalised crossroads with the eastern arm providing access to potential development at Toton East (currently in determination under planning reference 25/00255/FUL). Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West.
- 5.3.2 As part of the access junction, signalised Toucan and Puffin crossings will be implemented on both the B6003 Stapleford northbound approach arm and the Toton East approach arm, respectively. The site access and B6003 Stapleford southbound approach arm will benefit from signalised Toucan crossing facilities. A detailed illustration of the proposed access junction is attached at **Appendix C**.

5.4 Parking

- 5.4.1 The proposals are seeking outline planning consent and as such, parking will be subject to reserved matters. Notwithstanding this, parking will be provided in full accordance with NCC local parking standards.
- 5.4.2 Furthermore, Electric Vehicle Charging Points (EVCP) provision at the site will be provided in accordance with the relevant building regulations in England; specifically, Requirement S1 of 'Infrastructure for charging electric vehicles: Approved Document S' (2023), which states the following with respect to the erection of new residential dwellings. On this basis, each residential dwelling will have access to an EVCP.

5.5 Non-Motorised User Access

- 5.5.1 A significant component of the master planning vision for the development is the provision of the appropriate infrastructure to encourage sustainable travel as the first choice of trips wherever feasible as well as reducing trips in private motorised vehicles, but notably in encouraging residents to use the Toton Lane Tram Stop.
- 5.5.2 The hierarchy of choice will be promoted through the RTP as part of the 'Swap, Shift and Switch' concept, as outlined in **Chapter 2**, and illustrated in **Figure 2.2**.
- 5.5.3 Finally, where car trips must be made, the RTP will be used to promote and encourage multi-vehicle occupancy and the uptake of electric vehicles as the most sustainable means of travelling by car.
- 5.5.4 The principals set out in **Chapter 2** and surmised above have directly informed the site design and off-site proposals to better connect to the Toton Park and Ride tram stop. A 3.0m shared footway/cycleway is proposed on the northern side of the site access road, which will tie into the existing footway on the B6003 Stapleford Lane. It will also enable onward access to the eastern side of the B6003 Stapleford Lane via Toucan Signalised crossing facilities.
- 5.5.5 On the southern side of the site access road, a dedicated 3.0m wide cycleway is proposed alongside a 2.0m footway. These facilities will tie into the existing footway on the western side of the B6003 Stapleford Lane. Likewise, toucan Signalised crossing facilities will enable onward connection to the eastern side of the B6003 Stapleford Lane where 3.0m shared footway/cycleway connections are proposed to connect the development site to the Toton Park and Ride station to the north. The proposed extent of shared foot/cycleway is illustrated on the general arrangement drawings attached at **Appendix C**, for reference.
- 5.5.6 The existing PRoW FP17 along the northern and western boundaries of the site is currently not surfaced or lit, and therefore improvements to the surfacing, lighting and waymarking of the existing route will be provided through the site, with details of the improvements to be agreed with NCC's PRoW officer through the course of the determination period. A minor diversion of the existing PF17 route is proposed within the site, to follow a revised route around the western edge of the development, as shown on the site layout plan.
- 5.5.7 The initial section of the FP17 (approximately 165m in length) immediately west of the B6003 falls outside of the application boundary. This length of footpath is not surfaced or lit, however is c. 5m wide, and there is potential to provide improvements to surfacing, lighting and waymarking. Similarly, there is also potential to improve surfacing and waymarking of a c.300m in length of FP17 to the south of the site, to provide an enhanced connection to Banks Road and local facilities and amenities within the residential area to the south.

5.5.8 The existing footpath connection to the B6003 has an uncontrolled crossing with tactile paving provision. It is proposed that the uncontrolled crossing would be retained, as signal-controlled crossings will be provided at the new site access junction, c. 150m south and there are existing signal-controlled crossings at the P&R junction, c. 75m north of this point.

6. Aims, Objectives and Targets

6.1 Overview

- 6.1.1 This chapter sets out the aims, objectives and targets of the RTP in order to promote and support the use of sustainable modes of transport at the application site, including walking, cycling, public transport use and car sharing.
- 6.1.2 An indicative modal split for setting targets has been established utilising Census Journey to Work (JtW) data. This section also discusses the need to obtain an initial baseline survey based on primary evidence to understand travel patterns and outlines initial targets for the RTP.

6.2 Aims

- 6.2.1 The overall aim of the RTP is to maximise sustainable access to the development and facilitate smarter journey choices, whilst delivering The Vision for the site:

“a new sustainable community with a real focus on realising a low carbon transport agenda at its very core. The intention is to promote sustainable forms of transport to residents and visitors at the site; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site.”

- 6.2.2 An overview of the key aims that will support The Vision is provided below:

- Minimising single-occupancy Internal Combustion Engine Vehicle (ICEV) travel where practically possible, to achieve fewer trips from the development than would otherwise be the case;
- Promote the use of sustainable modes of travel to and from the site, by creating safe and accessible routes for all within the site, and onwards to local amenities and to public transport facilities; with a particular focus on promoting access between the site and the Tram services operating from the nearby Toton Park & Ride;
- Ensuring future occupiers of the site (residents and visitors) are aware of their travel options; and,
- Having a positive long-term impact on the environment and personal health.

6.3 Objectives

- 6.3.1 The objectives and their related outcomes define the overarching aim of The Vision and overall direction of the RTP. These will be used to determine the targets set for the RTP. The setting of objectives therefore requires careful consideration for the short, medium and long-term success of the RTP. It is essential that the objectives relate directly to the proposed development and locality, and that the most important local outcomes are understood and selected.

6.3.2 A summary of the Travel Planning Objectives (TPOs) is provided below:

- **TPO-01:** Reduce to a minimum the number of single-occupancy ICEV movements to and from the site;
- **TPO-02:** Address the access needs of residents by supporting walking, cycling and the use of public transport;
- **TPO-03:** Enable residents to have an informed choice about their travel options; and,
- **TPO-04:** Encourage more active travel to improve the health and well-being of residents.

6.3.3 The above objectives have the key aim to deliver The Vision of *“a new sustainable community with a real focus on realising a zero carbon transport agenda at its very core. The intention is to promote sustainable forms of transport to residents and visitors at the site; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site.* The objectives also aim to reduce single-occupancy ICEV movements to and from the proposed development site and will have the following related positive benefits:

- Reducing pressure on the surrounding highway network, particularly at peak times;
- Cutting carbon emissions and their contribution to climate change;
- Reducing road danger and protecting vulnerable road users;
- Reducing the cost of works on the highway or other transport infrastructure;
- Encouraging more active travel with associated health benefits;
- Improving local air quality; and,
- Reducing noise pollution.

6.4 Baseline Mode Split

6.4.1 The initial and interim targets for residents have been based on 2011 Census data relating to the method of travel to work. In this regard it should be noted that this RTP has utilised 2011 Census Data rather than the 2021 Census Data set, due to limitations in the 2021 data. It is not clear how representative the 2021 data is, given that the Census was undertaken during a national lockdown as a result of the Covid-19 pandemic, and it is recognised that respondents answered the same questions for their pre-pandemic and pandemic travel behaviours.

6.4.2 Initial and interim targets for residents have been based upon the Journey to Work modal split data taken from the JtW 2011 Census³ for the local Middle Super Output Areas (MSOA) Broxtowe 015 (E02005864), within which the proposed site is located. The resultant mode split is summarised in **Table 6.1**.

Table 6.1 Journey to Work Modal Split 2011 – Broxtowe 015

Mode of Travel	% Mode Split
Train	2.0%
Tram / Underground / Light Rail	0.0%
Bus	8.0%
Motorcycle	1.0%
Car Driver	73.0%
Car Passenger	5.0%
Bicycle	4.0%
Walk	6.0%
Total	100%

Figures shown are subject to rounding.

6.4.3 Specified targets for residents' travel and mode share will be set out following the initial travel survey questionnaires at the site upon occupation of the 100th dwelling. This will be discussed and agreed with NCC through the course of the determination period for the application. The results of the questionnaires will enable a baseline to be established, and from this, measurable, specific targets can be set.

6.4.4 The modal split detailed in **Table 6.1** represents a basis to initially forecast and represent the likely travel behaviour of residents of the development. The interim target will be a 10% modal split reduction in single-occupancy ICEV journeys generated by the development of the site, within five years of the initial monitoring exercise of this RTP. This will be complemented by an increase in the proportion of walking, cycling, public transport, EV use and car sharing travel modes.

6.4.5 It should be noted that 2011 census data does not account for any site generated trips using the local tram network, as the Toton Lane tram stop became operational in August 2015. As such, a greater modal share of trips is forecast to use the NET network, given the proximity to the proposals and the high level of peak period tram frequency into Nottingham City Centre (6 per hour).

³ Tw Work 2021 Census data has not been utilised due to the potential longer-lasting effects / impacts of the COVID-19 pandemic on the workplace journey modal share data.

6.4.6 It is important that the Travel Plan Coordinator (TPC), council and developer are clear from the outset as to the objectives being sought through the RTP. These requirements will drive the form and content of the RTP, including the targets chosen.

6.5 Initial Targets

- 6.5.1 This section sets out the targets that the RTP will seek to reach within the monitoring period. All targets should be **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 6.5.2 Site **S**pecific targets which align to guidance set out with NCCs 'Guidance for the Preparation of Travel Plans In support of Planning Applications' (2010), will be established via liaison with NCC following the baseline travel plan surveys.
- 6.5.3 Once existing travel patterns are established (following initial RTP surveys), suitable **M**easurable targets for users at the development will be agreed with NCC. These targets will take into consideration existing mode shares for journeys to work for the Broxtowe 015 MSOA (as per **Table 6.1**) to ensure that they are **A**chievable and **R**ealistic. The use of a site-specific survey to establish a baseline position is considered to represent an improved position when compared to Census data as the site-specific survey will enable trips to be captured for all journey purposes and by all modes available in the locality.
- 6.5.4 The targets will also be **T**imed by appropriate milestones to be agreed with NCC when the targets are developed in line with the five-year monitoring framework set out in **Chapters 8** and **9**. Initial vision-led residential travel plan targets have been determined based on the mode share data and are detailed below, along with details of the specific objectives that each target will meet.

Target 1

The development will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the single-occupancy ICEV driver modal share, within five-years following the initial travel surveys.

Objectives Met

TPO-01: Reduce to a minimum the number of single-occupancy ICEV movements to and from the site;

TPO-02: Address the access needs of residents by supporting walking, cycling and the use of public transport; and,

TPO-04: Encourage more active travel to improve the health and well-being of residents.

6.5.5 Upon consideration of the NPPF's definition of sustainable transport modes, it is considered that a modal shift from an ICEV to an electric vehicle accords with a sustainable shift of means of transport and should therefore contribute towards the 10% target stipulated above. For reference, the definition is set out below:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"

6.5.6 The number of single-occupancy ICEV trips will aim to be reduced by an aspirational 10% from the initial mode share. This will be complemented by an increase in the proportion of walking, cycling, public transport, EV vehicle use and car sharing. A summary and illustrative indication of the potential modal shift is provided in **Table 6.2**.

Table 6.2 Indicative Modal Shift Targets

Year	Single Occupancy ICEV	Walk	Cycle	Bus	Tram/Rail	Car Share	Electric Vehicle
1	-2%				+2%		
2	-4%				+4%		
3	-6%				+6%		
4	-8%				+8%		
5	-10%				+10%		

6.5.7 The exact proportional split per sustainable mode of transport may vary from the values above. The numbers are intended for guidance purposes only, and the key target will be a 10% reduction in single-occupancy ICEV travel by the end of the five-year monitoring period.

6.5.8 The modal shift target may be refined following subsequent future residential travel surveys, and modal shift patterns will be measured and reassessed through the monitoring phase of the RTP and will be reported by the TPC within the annual Travel Plan Monitoring Reports (TPMRs).

Target 2

Upon initial occupation, each occupant will have access to a Travel Welcome Pack (TWP) to inform them on nearby sustainable modes of transport and how to sustainably reach nearby amenities

Objectives Met

TPO-03: Enable residents to have an informed choice about their travel options; and,

TPO-04: Encourage more active travel to improve the health and well-being of residents.

- 6.5.9 This will be achieved through the preparation and distribution of a TWP and the promotional activities / information that the TPC will implement / provide. Further details of these measures are provided in **Chapter 7**.
- 6.5.10 This will be measured by the travel survey questionnaire that residents will complete as part of the ongoing monitoring of the RTP and reported by the TPC within the annual TPMRs.

Target 3

Promotion of the alternative modes of transport to the internal combustion engine vehicle that are available to residents.

Objectives Met

TPO-01: Reduce to a minimum the number of single-occupancy ICEV movements to and from the site;

TPO-02: Address the access needs of residents and visitors by supporting walking, cycling and the use of public transport;

TPO-03: Enable residents to have an informed choice about their travel options; and,

TPO-04: Encourage more active travel to improve the health and well-being of the residents.

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. Measures and Incentives

7.1 Overview

- 7.1.1 The following measures will be implemented by the developer prior to, and during occupation, to promote and support the use of sustainable travel modes, including walking, cycling, public transport use, and car sharing. The RTP will promote the use of alternative travel modes to minimise car dependency to achieve the targets detailed in **Chapter 6**.
- 7.1.2 These measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. However, this promotion will need to be undertaken in a sensitive manner, so that it is not viewed as a mandatory requirement but rather an informative process, which allows them to make informed decisions on their selected transport mode, whilst highlighting the benefits of alternatives to the private motor car. This is vitally important to avoid any potential for residents to view this process as being overbearing and intrusive.
- 7.1.3 The measures relate to the potential for promoting and increasing travel by walking, cycling, public transport and car sharing, amongst all residents. The methods for implementing, monitoring, and reviewing the success of these measures are detailed within **Chapter 8** of this RTP.
- 7.1.4 To provide accurate and clear timescales for the implementation of the RTP, its associated measures, incentives and targets are linked to the construction and occupation of new development.

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;
 - Providing TP training for sales / marketing staff so that they can inform all potential residents about the TP process and answer any questions that they may have. This will help to ensure that the residents are committed to sign up to the Travel Planning process, and the sustainable lifestyle, including the regular monitoring processes and travel questionnaires (detailed further in **Chapter 8**);
 - Effective internal and external marketing and raising of awareness;

- Represent the 'human face' of the RTP – explaining the purpose and the opportunities on offer;
- Undertaking the monitoring and data collection to produce an end of year summary report to be issued to the NCC Travel Planning Team;
- Take a key role in the review of the RTP;
- Prepare and disseminate the TWP to residents on initial occupation;
- To facilitate continued promotion and awareness raising, the TPC will also act as a point of contact for all residents requiring information. This will enable residents to get in touch with the TPC if they need any further information with regards to local transport facilities; and,
- The TPC will promote national and local sustainable travel events, including, Car Share Day, Bike Week, Walk to Work Week, Walk to School Week and Travel roadshows.

7.2.3 To ensure the continuation of the RTP in the long term, measures will be reviewed and updated as required. This will ensure effective measures are promoted, less effective measures are stopped or improved, and new measures are implemented.

7.3 Communication and Marketing

- 7.3.1 The TPC will be responsible for providing site users with details of the environmental, social, health and commercial benefits to be gained from engaging with the RTP. The TPC will promote the use of sustainable modes of travel, as an alternative to single occupancy ICEV travel.
- 7.3.2 Awareness of the RTP will be promoted through promotional material to be provided by the TPC. Once the RTP has been adopted, a TWP will be produced and disseminated to residents.
- 7.3.3 Consultation and involvement will be essential in the successes of the RTP. Once the measures and targets are updated and agreed in consultation with NCC TP Officers, these will be reported back to residents and actively promoted.
- 7.3.4 An effective communication and marketing strategy will allow all site users to have full knowledge of the sustainable travel options for journeys to and from the development and, an awareness of the measures available and facilities at the site that aid sustainable travel.
- 7.3.5 To facilitate the ongoing promotion of the RTP, a TPC will be available as a point of contact for all residents requiring personalised travel information.

7.4 Travel Welcome Pack

- 7.4.1 TWPs will be given to future residents upon first occupation. These will be agreed with NCC prior to printing and issuing and may contain the following:

- An overview of the RTP and the benefits that having a TP brings to individuals, the community and to the environment;
- Contact details of the TPC, should they have any transport or travel problems, or ideas they wish to discuss;
- Promotional information on the benefits of walking, cycling, public transport use and car sharing and the social, environmental and economic costs of each mode. The possible benefits that residents could see include, improvements to their health, reducing their monthly outgoings on transport, reduction in carbon footprint, reducing congestion and pollution in the local area;
- Information on the location and contact details of local bicycle stops, cycling organisation, and cycle training centres;
- Local facilities and amenities map;
- Contact details and a location map showing all local car hire firms, and taxi companies, based upon postcode information;
- Details of opportunities for sustainable travel to and from the site, with walking and cycling maps illustrating local routes and site-specific public transport information, including location of bus stops and railway stations;
- Details on up-to-date timetable and route information as well as journey times, costs and transport interchange information;
- Details of any incentives that may be offered to encourage sustainable travel;
- Useful websites / contacts for public transport, walking, cycling information / maps etc;
- Contact details of local running and walking groups;
- Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel;
- Journey planning software;
 - <https://www.arrivabus.co.uk/>;
 - www.traveline.info;
 - www.thetram.net; and,
 - www.google.co.uk/maps/; and,
 - www.nationalrail.co.uk.
- Travel Planning Apps
 - Arriva UK Bus;

- OS Maps: Explore hiking trails & Walking Routes; and,
- Cyclers: UK Cycle Route Planner, Maps & Tracker.

7.4.2 This will allow all residents to have knowledge of the sustainable options to travel to / from the proposed development, the facilities at the site to aid sustainable travel and the measures available

7.5 Noticeboard

7.5.1 The development could provide a sustainable travel information board, this could be located in an ideal communal area and display sustainable travel information for all residents. The board could include access details for all modes of travel, including cycle route maps, bus timetables etc. It will be the TPC's responsibility to ensure that this information is kept up to date. Alternatively, this information could be provided through a website.

7.6 Baseline Surveys

7.6.1 Travel surveys for establishing travel behaviour amongst residents and to monitor progress towards modal shift targets will be undertaken annually, including resident household travel surveys to understand how people currently travel, alongside their incentives and perceptions for potential to change to more sustainable modes.

7.6.2 Once adopted, the RTP will be revised following a survey of baseline travel habits undertaken upon occupation of the 100th dwelling; a copy of an example travel survey questionnaire is attached at **Appendix C**. The results of the questionnaire will provide an insight into the specific travel patterns at the site. It will also help identify barriers to different, more sustainable modes of travel experienced by all site users.

7.6.3 The questionnaire will contribute to increasing awareness of the RTP to residents of the development. The information gathered from the questionnaire will allow for realistic and achievable targets to be set and will assist in evaluating the most effective measures that can be pursued in order to meet specific targets for modal shift.

Newsletter / Flyer

7.6.4 A newsletter / flyer will be produced and distributed to each household annually (alongside the next round of travel survey questionnaires), detailing the progress of the RTP and the results of the monitoring process. The newsletter / flyer will also act as a promotional tool for the RTP by publicising any new measures, sustainable travel campaigns and improvements to sustainable travel facilities in the local area.

7.7 Walking and Cycling Measures

- 7.7.1 Walking and cycling routes and the benefits of healthy travel will be promoted to residents through the TWP and will include routes to key destinations and transport facilities, with approximate walking / cycling distances and journeys. The information will be updated regularly by the TPC.
- 7.7.2 The range of benefits that can be seen by choosing these more sustainable modes of transport will be detailed. The possible benefits residents could see include improvements to their health, reducing their monthly outgoings on transport, reducing their carbon footprint, reducing congestion and pollution levels in the local area.
- 7.7.3 As previously mentioned, the site benefits from a range of local facilities within acceptable walking and cycling distances. These are further accompanied by NCN routes and NCC designated cycling routes in the site's vicinity, as described in **Chapter 4**.
- 7.7.4 The cycle route maps will include information on the location and contact details of local bicycle shops and cycling organisations. The TPC will explore the potential for offering residents discounted equipment at local bicycle retailers and the possibility of free/discounted bike maintenance check-ups / courses offered to residents, where possible.
- 7.7.5 The contact details of local running and walking groups (if available) will also be provided to residents. These groups promote the benefits of walking for health and wellbeing and as an alternative to car travel.
- 7.7.6 There are multiple cycling and walking groups which run on a weekly basis in proximity to the site:
- Walking groups
 - Broxtowe Ramblers
 - Nottingham and Derby Walking Group
 - One Step Walkers
 - Cycling groups
 - Nottinghamshire Cycling UK
- 7.7.7 Other walking and cycling measures include:
- Promotion of events including 'National Walking Month', 'Cycle to Work Day' and 'Ride to Work Week': residents / visitors at the application site will be encouraged to participate in events such as 'National Walking Month' and 'Cycle to Work Day'. For these activities, promotional resources (digital / hard copies) will be obtained from charities, such as Living Streets, Sustrans and CycletoWorkDay.org.

- Publicise the health and environmental benefits of walking and cycling: residents/visitors could be made aware of the benefits of active travel by the TPC displaying promotional information. Organisations that can be approached for publicity material include Living Streets and Sustrans.
- Publicise adult/children cycle training: Details of local cycle training providers will be made available/or offered to all residents/visitors. There are several registered cycle training providers for local residents and communities e.g. 'Bikeability'; and further information about cycle training and led rides can be found at: <https://bikeability.org.uk/> .
- Provision of cycle parking and cycle storage facilities at the development: Cycle parking will be provided within the curtilage of each dwelling.
- Cycle maintenance workshops can be explored and potentially offered / promoted to all residents.

7.8 Public Transport Measures

- 7.8.1 Use of public transport will be promoted to the residents of the scheme through the RTP. Up-to-date public transport timetables, bus maps and ticket information will be disseminated to the residents through the TWP and through future travel survey questionnaires and update leaflets.
- 7.8.2 The information will be updated regularly by the TPC, such that any changes to the bus services will be promoted through future travel survey questionnaires and update leaflets.
- 7.8.3 The links to the public transport information will also be provided. These include:
- www.arrivabus.co.uk;
 - www.traveline.info;
 - www.thetram.net; and,
 - www.nationalrail.co.uk.
- 7.8.4 The websites and the resources that are provided will be promoted to future residents within travel survey questionnaires and update leaflets.
- 7.8.5 To encourage effective use of the NET tram line in proximity to the site, the feasibility of providing a one-month subsidised pass/ticket will be explored, for use by initial residents. This measure is intended to familiarise new occupants with the convenience and connectivity of the nearby tram network and actively encourage the use of public transport to residents from the outset of development. For completeness, this will be limited to one subsidised ticket per household (initial occupier) and will be provided only once, upon request through the TPC.

7.9 Car Share

7.9.1 Car Share incentives aim to reduce single occupancy ICEV journeys by connecting individuals who travel to the same place and who are therefore able to share a journey. For some trips, using a private car is the only option and car sharing is an effective measure which allows use of the private car, but reduces the number of trips created by the development.

7.9.2 Car share schemes have the potential to reduce the number of single occupancy ICEV trips from / to the site, thus reducing congestion and pressure on the local road network. Car sharing will be promoted by the TPC and through future travel survey questionnaires and update leaflets.

7.9.3 The regional and national car share website will also be promoted to the residents:

- www.liftshare.com
- <https://www.enterprisecarclub.co.uk/gb/en/home.html>

7.9.4 These sites match users with potential partners as a driver or passenger. Once matched, users can choose to car share as little or often as they like. The benefits of the schemes will be promoted to the future residents of the site. The following benefit information will also be promoted:

- Find drivers and passengers online instantly for free – no membership charge;
- Reduce the costs of fuel and parking;
- Cut congestion and pollution;
- Reduce the stress of driving; and,
- Access a variety of other travel information.

7.10 Mobility Credits

7.10.1 Furthermore, there is opportunity to introduce a 'mobility credit' scheme, whereby, the initial occupiers of each household on site are entitled to a specified value/sum of sustainable travel 'credits', supporting households with their individual sustainable travel patterns / needs.

7.10.2 In this instance, the individual household mobility credit 'pot' could be used towards discounts / subsidies on items such as the following:

- Electric Vehicle (EV) charging points;
- New cycle equipment;
- Public transport discounts / taster tickets / passes;
- Cycle training; and/or,

- Cycle/scooter hire.

7.10.3 Note that the above list is not exclusive and/or exhaustive and can be varied from time to time by the scheme manager (envisaged to be the Travel Plan Co-ordinator).

7.10.4 By offering mobility credits, residents will be given an individual choice for a subsidy / discount towards a sustainable travel mode which would benefit them personally, giving them a sense of ownership, which is likely to increase uptake. Uptake is likely to be much greater than a blanket offering of the same individual measures which may not suit an individual resident's travel requirements / patterns at that time. The approach also provides flexibility to offer different measures to different residents on site, expanding the reach and supporting the viability of the ongoing overall travel planning process.

8. Monitoring and Review

8.1 Overview

8.1.1 The principal objectives of the monitoring process are to provide feedback to allow the proposed measures to set out within the RTP to be developed further and to measure the level of success in meeting identified targets using key performance indicators. A structure for undertaking the monitoring and review is outlined in this chapter.

8.2 Monitoring

8.2.1 In line with NCC's Guidance for the Preparation of Travel Plans In support of Planning Applications (2010), it is paramount that the future TPs are monitored on a regular basis to ensure that the key objectives are being met and that they evolve over time to match changing circumstances.

8.2.2 The TPC will be responsible for monitoring the progress of the RTP; to ensure that it continues to remain effective, it is important that it is actively promoted. The survey data will be collated, analysed and stored annually (following the initial travel survey questionnaire) of the dwellings to assess the progress of the plan. After the completion of the survey in year 5, the obligation to formally monitor / implement the RTP will cease.

8.2.3 The information collected will enable a review of the change in modal choices against targets, as well as providing an opportunity to identify areas where the RTP can be improved or refined. An assessment will then be made of where further progress can be most effectively achieved. Following this, the Action Plan (included in **Chapter 9**), will be updated showing how this can be achieved. Specific targets may need to be modified as part of this process.

8.2.4 As per NCC's guidance, a travel survey will be undertaken to establish current travel patterns and behaviours of residents of the site, which will then be used as a baseline for monitoring the TP.

8.2.5 Specified targets for residents' travel and mode share will be set out following the initial travel survey. The travel surveys will be undertaken by the TPC in a neutral month on an annual basis for a period of five years inclusive of and post the initial monitoring survey.

8.2.6 To ensure a high response rate from the travel surveys, a prize draw will take place to encourage completion to achieve a representative survey response.

8.3 Reporting

8.3.1 A review and monitoring report will be undertaken annually (following the initial travel survey questionnaire) of the dwellings to assess the progress of the plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

- 8.3.2 The monitoring reports will be submitted to NCC's Travel Planning Officer. After the initial five-year period post initial baseline survey, the formal obligation for monitoring / implementation will cease.
- 8.3.3 The objective of this RTP is to minimise the number of single-occupancy ICEV trips and car mileage generated by residents. The RTP will need to be reviewed annually, so that the targets can be re-evaluated, and appropriate improvements made (if necessary). The RTP may therefore be updated annually; as part of the on-going evolution of the travel planning process.
- 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.

9. Action Plan

9.1 Introduction

9.1.1 This chapter presents an action plan which includes a summary of the RTP commitments and the timescales for undertaking each of these. The action plan will need to be updated throughout the life of the development, with commitments added and removed as appropriate.

9.1.2 **Table 9.1** sets out an indicative action plan on how the RTP and travel planning processes will be delivered and operated, going forward.

Table 9.1 Indicative Action Plan

Rask	Delivery Timescales	Responsibility
Appoint TPC.	Three months prior to initial occupation	Developer
Provide TPC details to NCC.	Upon appointment of TPC	TPC / Developer
Promotion of the RTP to new residents	During the property purchasing process	TPC / Developer
Distribute Travel Information Packs to residents of each dwelling.	Upon occupation of property.	TPC
Agree content of residents' travel questionnaires	Prior to monitoring exercise	TPC
Disseminate travel questionnaires	Initial survey at 100 th occupation and annually thereafter (5 occasions total)	TPC
Analyse travel surveys to prepare & submit a TPMR	Within one month of receiving representative survey sample response	TPC
Revise and amend the RTP if required	Annually following residential questionnaires up to 5 years	TPC

9.1.3 As with all elements of the travel planning process, the action plan is not considered to be prescriptive, and accordingly, flexibility should be exercised to ensure that the RTP benefits all user groups and remains relevant throughout its implementation and lifespan. It is envisaged that the action plan will continually be reviewed as part of the ongoing monitoring process.

APPENDICES

APPENDIX A

Masterplan

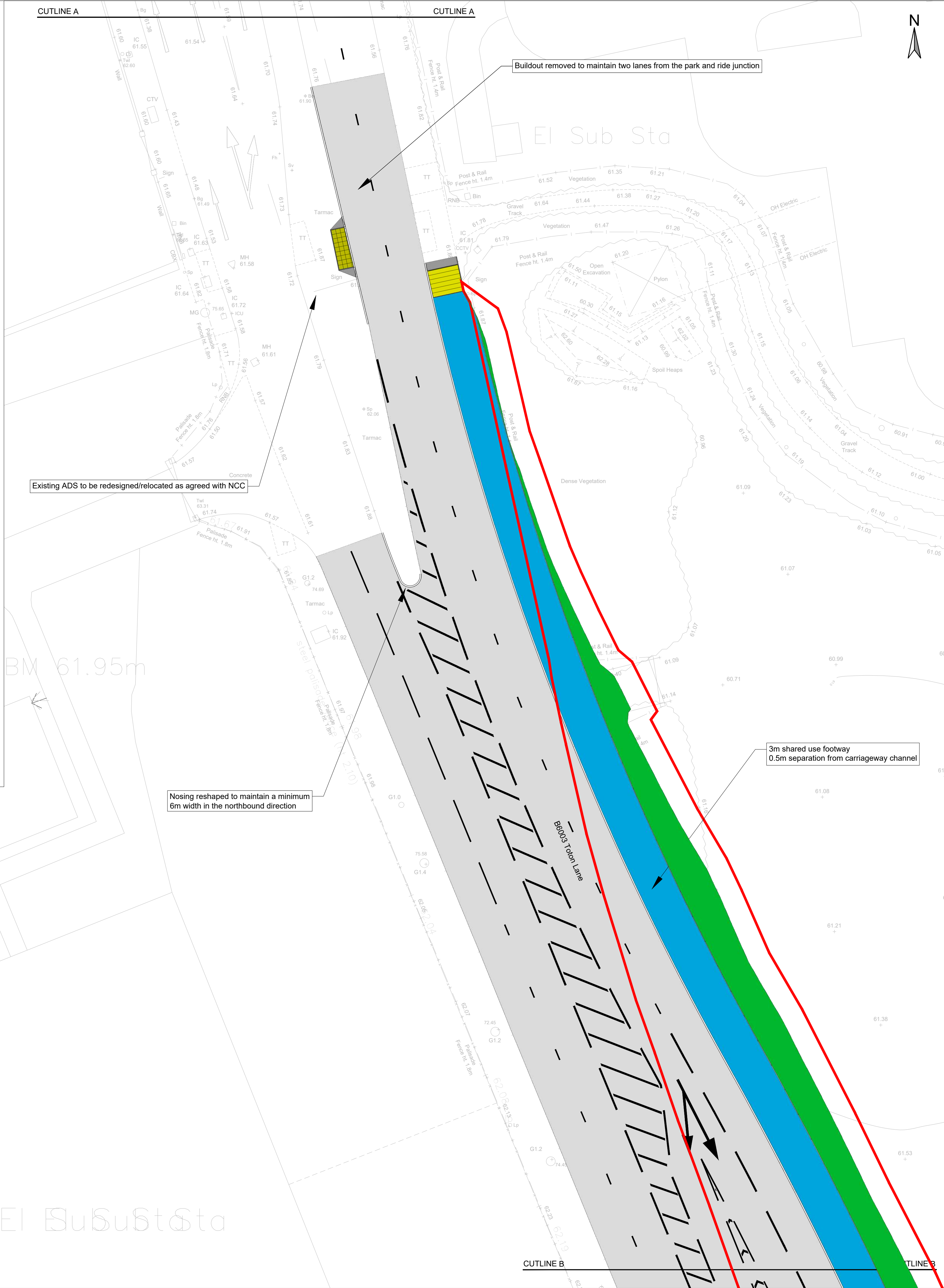


- KEY**
- Site Boundary**
19.62Ha
 - Development Residential**
11.7Ha @36dph = 420 dwellings
 - Public Open Space**
 - Vehicular Site Access**
B6003
 - Primary Street**
Indicative Alignment
 - Streets & Lanes**
Illustrative street network
 - Existing Trees & Hedgerows**
Retained
 - Drainage Basins**
 - Public Rights of Way**
Retained Footpaths & Bridleways
 - Pedestrian & Cycle Links**
 - Pedestrian Links**
 - Pedestrian & Cycle Links**
Connections dependent on land ownership
 - Pedestrian & Cycle Priority Crossings**
 - Play Space**
LEAP
 - Proposed Landscaping**
Buffer planting
 - Allocated Sites**
 - Illustrative Terminal Tower Location**
20m offset



APPENDIX B

Drawings



- Notes**
- The information shown on this drawing is intended to provide a general overview of the highway Improvement works.
 - The layout shown is for discussion and is subject to detailed design.
- Key**
- Carriageway
 - Footway
 - Shared-use facility
 - Verges / embankments
 - Cycleway
 - Tactile - Blister - controlled crossing
 - Tactile - Blister - uncontrolled crossing
 - Tactile - cycle/footway - segregated facility
 - Tactile - Corduroy - hazard Warning
 - TS Traffic signal pole
 - Development boundary

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Drawing title updated.
2	Drawing scale updated.
3	Drawing updated to show four arm signalised junction.
4	Development boundary added.
5	Drawing annotations updated.

P02	SEE SCHEDULE OF CHANGES	06.11.2025	FC	JR	IF
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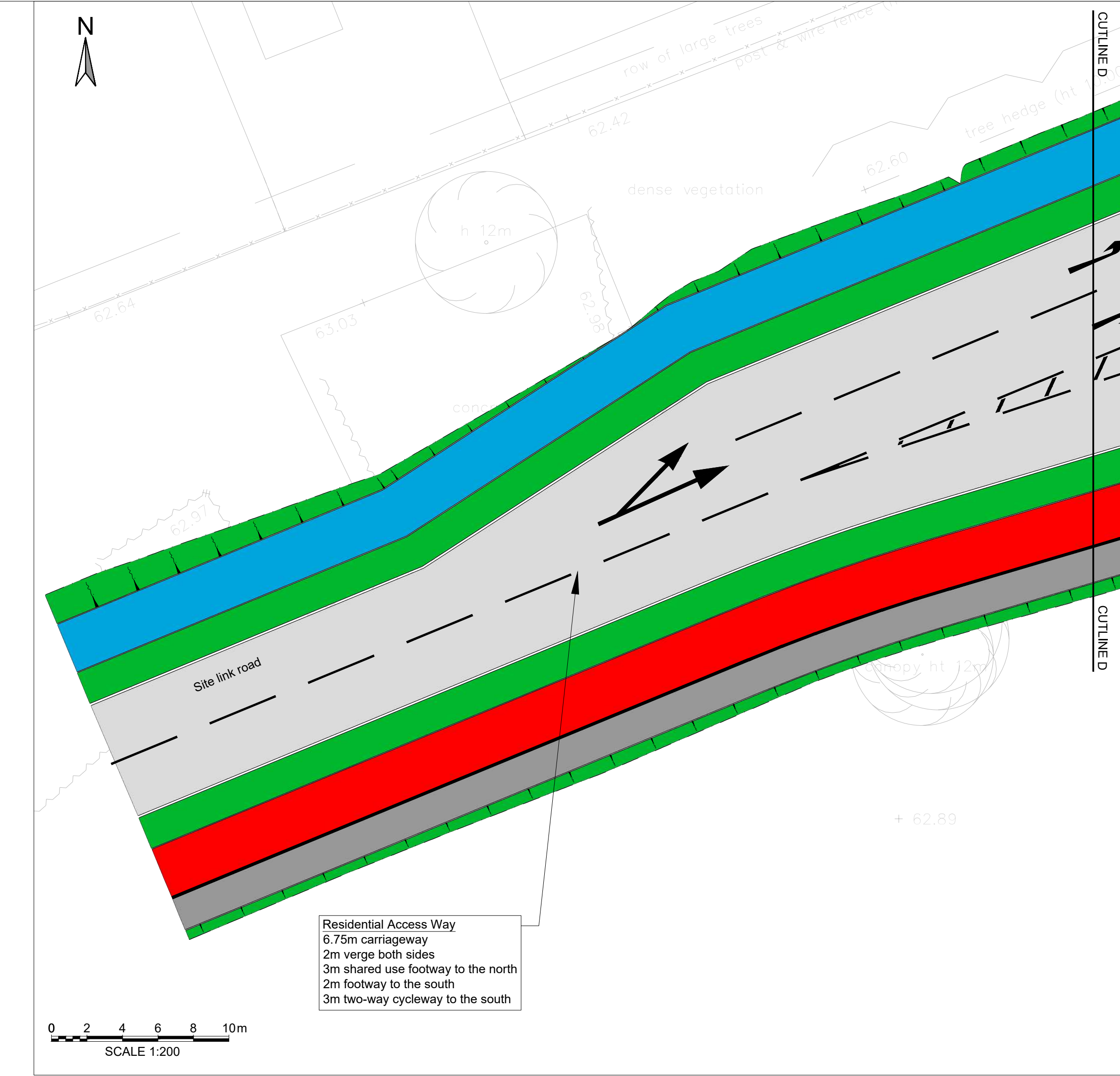
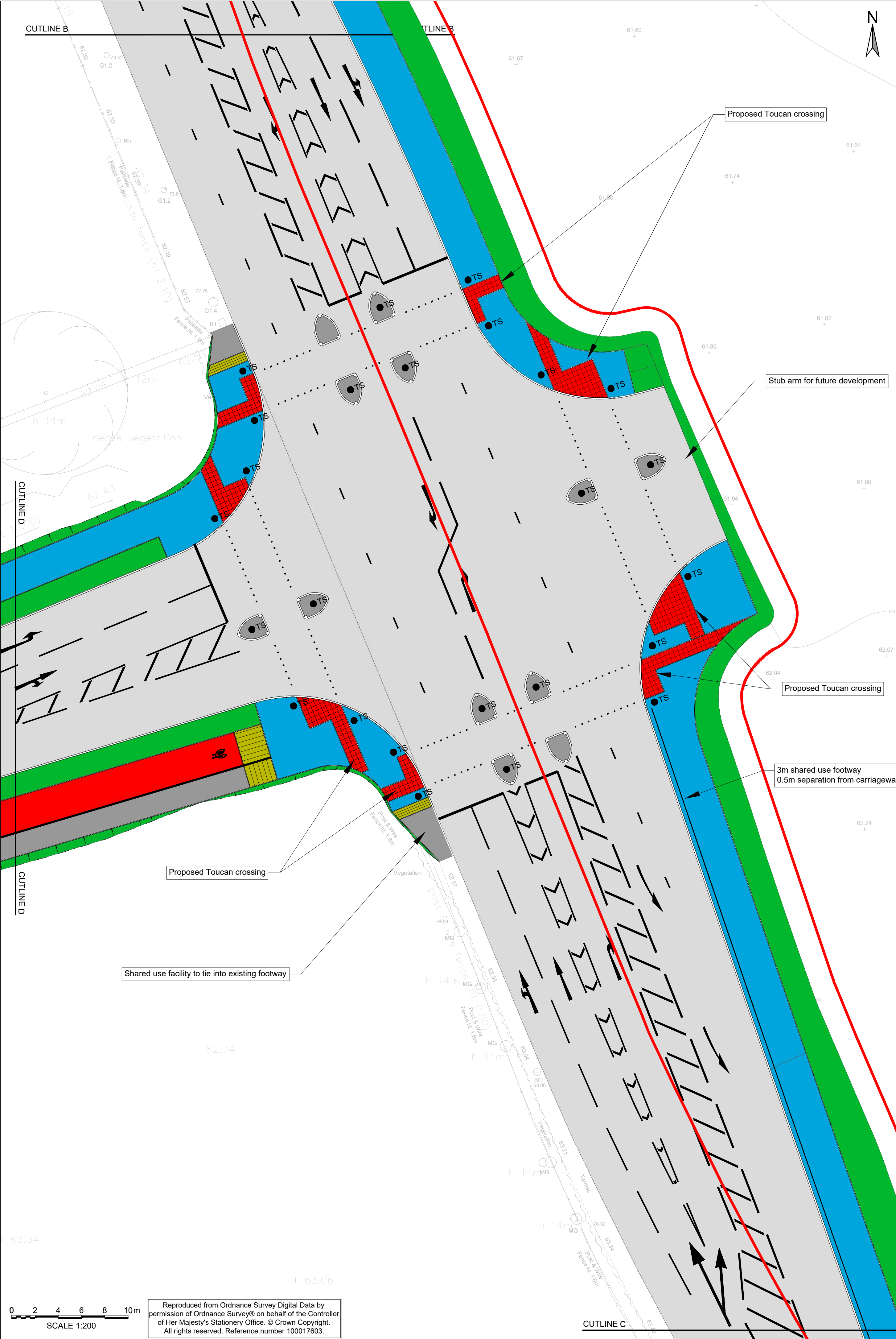
Client
BLOOR HOMES

Project Name
**TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS**

Sheet Title
**FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 1**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	1:200	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010001	P02



Notes

- The information shown on this drawing is intended to provide a general overview of the highway improvement works.
- The layout shown is for discussion and is subject to detailed design.

Key

- Carriageway
- Footway
- Shared-use facility
- Verges / embankments
- Cycleway
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Development boundary

PRELIMINARY ISSUE

Schedule of Changes							
Last Rev.:	P01						
Ref.	Description						
1	Eastern arm extends reduced to a stub.						
2	Development boundary amended.						
3	Viewport arrangement amended to include inset of western arm.						

Document Control							
Rev.	Description	Date	DM	JR	IF	IF	IF
P02	SEE SCHEDULE OF CHANGES	07.11.2025	SM	IF	IF	IF	IF
P01	PRELIMINARY FIRST ISSUE	06.11.2025	FH	JR	IF	IF	IF

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Client

BLOOR HOMES

Project Name

**TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS**

Sheet Title

**FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 2**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	1:200	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	- 010002	P02

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TTE_M7_v1

APPENDIX C

Travel Plan Survey Example

BLOOR HOMES[®]

Toton West - Example Residential Travel Plan Survey

* 1. How many people live at your property?

* 2. How many cars/vans are owned by household members?

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4+

3. Of these cars/vans, how many are electric (excluding hybrids)?

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4+

4. Since moving into your home at Toton West, have you switched vehicles from a petrol / diesel engine to an electric vehicle?

☐ Yes

☐ No

* 5. How many bicycles are owned by adult household members (16+ years old)?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

* 6. How do you most frequently travel to and from your home for the following activities?
(Choose the modes of travel that you use most often)

	Walk	Cycle	Bus	Rail	Car (alone)	Car Share (driver/passenger)	Other	N/A
Work	☐	☐	☐	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	☐	☐	☐	☐
Education	☐	☐	☐	☐	☐	☐	☐	☐
Leisure	☐	☐	☐	☐	☐	☐	☐	☐
Health Services	☐	☐	☐	☐	☐	☐	☐	☐

If you answered 'Other' for any of the above journey purposes, please specify below (e.g. work mainly from home, home delivery for shopping)

* 7. Below are some ideas for reducing the number of single occupancy car journeys to and from Toton West. Please state how useful you would find each idea and add your own ideas to the bottom of the list if you wish.

Help finding car share partners who have similar travel/work patterns	
Liftshare coffee mornings/evenings	
Cycle training sessions (i.e. Bikeability)	
Cycle maintenance workshops	
Cycle buddies	
Subsidised public transport tickets	
Walking buddies	

Other (please specify)

8. Please provide any additional comments you wish to make in relation to transport/travel within the local area.

9. UPON COMPLETION...

Upon successful completion of the travel survey, you have the opportunity to be automatically entered into a free prize draw for the chance to win a multi-store gift voucher worth **£50** - valid in over 100 stores across the UK, such as M&S, Halfords, John Lewis and Waterstones*.

To ensure that you are entered into the prize draw, please enter your contact details below.

Privacy Notice

Your information is being collected only for the purposes of determining a winner of the competition. Your information will not be disclosed to any other parties, nor retained by mode after the announcement of the winner.

Name

Address

Address 2

City/Town

ZIP/Postal Code

Email Address

Phone Number



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

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