



Active
Travel
England

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Your Ref: 25/00371/OUT
Our Ref: ATE/25/00779/OUT
Date: 19 May 2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Broxtowe Borough Council

Application Ref: 25/00371/OUT

Site Address: Land West Of Stapleford Lane, Stapleford Nottinghamshire

Description of development: Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background

This letter should be read in conjunction with Active Travel England's (ATE) prior consultation responses to the above planning application.

ATE understands that the application is currently subject to a planning appeal.

ATE has, however, been reconsulted on the application and is in receipt of various updated plans and drawings, as well as a direct response to ATE's previous concerns titled *Toton West, Broxtowe Highways Response to Consultee Comments* dated 17 April 2026.

Following consideration of the revised submission and the applicant's response to ATE's concerns, ATE does not wish to raise an objection in principle and is submitting a conditional approval response. Notwithstanding this, it is noted that the Highway Authority continues to have outstanding concerns which should be resolved as part of ongoing discussions. Further context for ATE's position is set out below.

2.0 Areas of Concern

1. Trip Generation Analysis and Travel Plan Targets

ATE raised concern that it was not clear how the proposed 10% reduction in single-occupancy internal combustion engine vehicle (ICEV) trips would be distributed across sustainable transport modes.

The applicant has states that:

- the percentages contained within the Travel Plan are intended to represent indicative annual milestones; and
- the targets have been intentionally designed to remain flexible, as the eventual split between walking, cycling, bus, rail, EV use and car sharing will depend on future resident behaviour.

It is disappointing that the applicant has not given greater priority to pedestrian and cycle movements within the context of the Travel Plan. It is not uncommon for residential Travel Plans to include separate mode-share targets rather than grouping all sustainable modes together into a single combined reduction target. This is because it becomes more difficult to identify specific interventions or scenarios in line with a vision-led approach where individual modes are not separately identified.

Notwithstanding this, the approach is accepted in principle and wording for a planning condition has been put forward to provide measurable active travel outcomes should the proposals be approved.

2. Off-site Active Travel Infrastructure – Proposed Toton Lane Signalised Crossroads

ATE raised concern that the crossing arrangement appeared to operate as a multi-stage Toucan crossing rather than a single crossing phase.

The applicant has confirmed that the pedestrian crossing signal staging diagram illustrates that all crossings occur within a single phase. Pedestrians will benefit from green time at Stage 5 and will therefore be able to complete a full crossing movement in one stage.

ATE welcomes this clarification and considers that this concern has been satisfactorily addressed.

ATE also raised concern that the refuge islands appear narrow in width for cyclists (in the direction of travel) and that tactile paving was not shown.

The applicant has provided examples of similar central refuge islands within the local area. Whilst this analysis is welcomed, the existence of comparable crossing arrangements does not necessarily mean that they reflect best practice. Indeed, LTN 1/20, Section 10.4 *Cycle Crossings*, identifies a number of issues associated with typical crossing arrangements for cyclists.

Notwithstanding this, it is considered that the principle of the junction arrangement is acceptable and that further improvements could be secured through the detailed design process in consultation with the Highway Authority.

3. Placemaking and Site Permeability

Wording for a planning condition has been put forward to ensure implementation of the proposed pedestrian and cycle connections. This will ensure that detailed drawings for all pedestrian and cycle access points shown on Parameter Plan P23_2379_DE_015B_01 are submitted and approved prior to the submission of reserved matters applications.

3.0 Recommended Planning Conditions

Condition:	Travel Plan	Condition: No development shall commence until a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council.
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Reason: In order to deliver sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.

Condition:	Infrastructure	Condition: No development shall commence until general arrangement plan(s) to a scale of 1:200 showing details of the walking / cycling infrastructure including works to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for: • Existing levels of the finished highway tying into building threshold levels • Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
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- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling infrastructure for the development or phase of development has been constructed and completed in accordance with the approved details.

Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.

Condition:	Access points	Condition: No development shall commence until all details of the site access points including links to existing and proposed Public Rights of Way for pedestrians and cyclists in accordance with Parameter Plan P23_2379_DE_015B_01 have been submitted to and approved in writing by the Local Planning Authority. The development or any phase of the development, whichever is the sooner, shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only. Reason: In the interests of highway safety.
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Condition:	Cycle parking	Condition: No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.
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Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

4.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant.