



TRAVEL PLAN

TOTON WEST, TOTON, NOTTINGHAM
RESIDENTIAL DEVELOPMENT

DOCUMENT CONTROL

project number: ADC3648			report reference: ADC3648-RP-B	
version	date	author	reviewer	comments
1	03/03/2025	J Cassie	S Dunhill	First issue
2	23/04/2025	J Cassie	S Dunhill	Second issue

CONTENTS

1.0	INTRODUCTION	4
2.0	OBJECTIVES AND BENEFITS.....	6
	Objectives	6
	Benefits and outcomes	6
3.0	EXISTING CONDITIONS	7
	Site location.....	7
	Local highway network	8
	Sustainable travel – walking, wheeling & cycling	9
	Opportunities for bus travel.....	12
	Opportunities for tram travel.....	12
	Opportunities for rail travel	12
	Summary	12
4.0	PROPOSED DEVELOPMENT.....	14
	Development	14
	Access	14
	Pedestrian and cycle infrastructure	14
	Public transport strategy	15
	Internal layout	15
	Parking.....	15
5.0	TRIP GENERATION AND TARGETS	16
	Targets	16
6.0	MEASURES AND INITIATIVES.....	17
	Introduction.....	17
	Housebuilder’s commitments prior to occupation	17
	Travel Plan Co-ordinator’s commitments post occupation	17
	Additional measures to promote sustainable transport	19
7.0	IMPLEMENTATION AND MONITORING	20

DRAWINGS

3648-ADC-HGN-XX-DR-CH-0100-S1-P01

Proposed Site Access Layout

APPENDICES

Appendix A

Site Layout Plan

1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared on behalf of Bloor Homes in support of a planning application seeking outline planning permission for a residential development of up to 420 dwellings and associated infrastructure on land to the west of the B6003 Stapleford Lane in Toton, Nottinghamshire. The general site location is shown in **Figure 1**, below, and the site is hereafter referred to as ‘Toton West’.

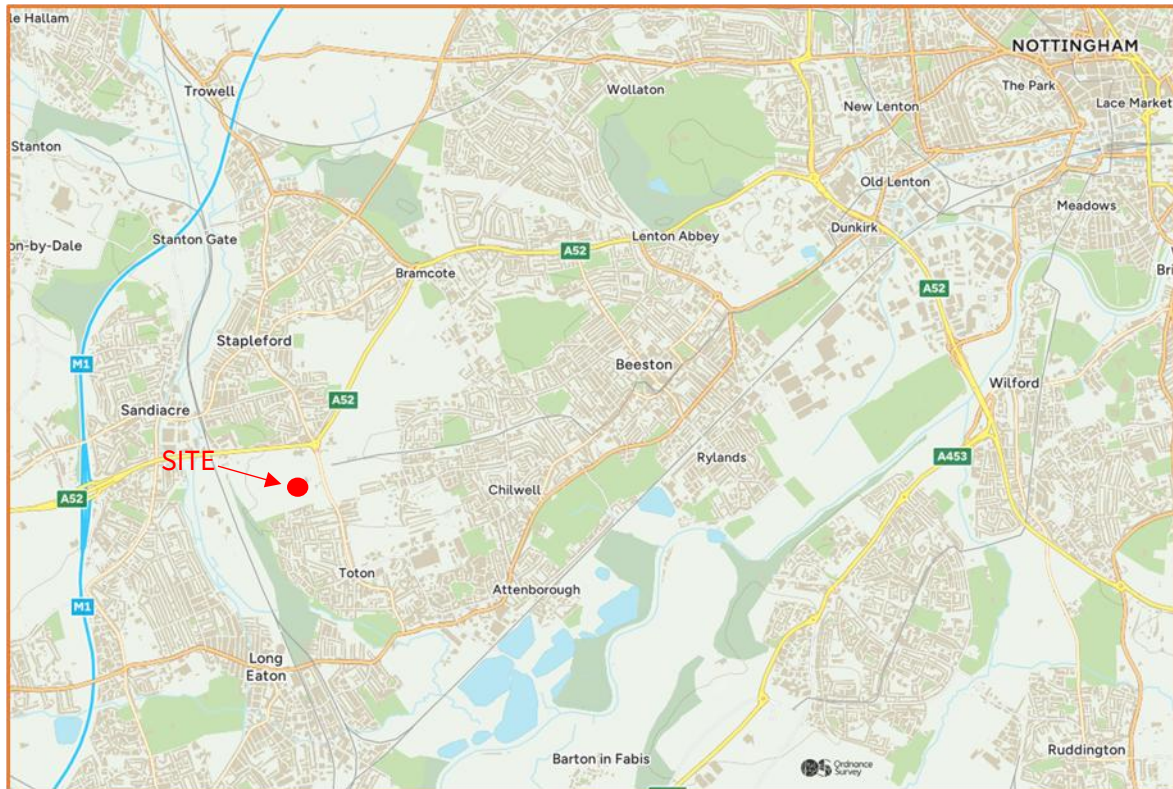


Figure 1: General site location

- 1.2 Broxtowe Borough Council (BrBC) is the local planning authority for the area and Nottinghamshire County Council (NCC) is the local highway authority. National Highways (NH) is the managing agent for the A52 Trunk Road, to the north of the site, and the M1 motorway, less than two miles to the west of the site.
- 1.3 The site forms part of the wider Toton Strategic Location for Growth allocation under Policy 3.2 of the adopted Broxtowe Part 2 Local Plan (2018-2028). The wider site has capacity for around 3,000 dwellings, plus employment, retail, and community facilities.
- 1.4 A Travel Plan is required to support the planning application and will be included in the planning conditions. According to the National Planning Practice Guidance¹:

“Travel Plans are long-term management strategies 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). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”

¹ Travel Plans, Transport Assessments and Statements (March 2014)

- 1.5 A Travel Plan is therefore a living document that sets out the ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable transport modes, whilst also reducing both the need to travel and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.
- 1.6 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by a development.
- 1.7 This Travel Plan includes all the necessary contents and predominantly focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to empower residents and visitors alike to take ownership and make informed decisions about their travel choices. This Travel Plan has been produced following reference to NCC Travel Plan Guidance.

2.0 OBJECTIVES AND BENEFITS

Objectives

- 2.1 The overall objective of the Travel Plan is to minimise the number of new car trips generated by residents and visitors travelling to and from the proposed residential development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport and car sharing).

Benefits and outcomes

- 2.2 Making Residential Travel Plans Work² details the potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors are listed below:

- a focused approach to influence the travel behaviour of residents and visitors;
- the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage;
- increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing;
- increased awareness of the social, environmental, and economic costs of individual travel choices;
- a positive change in attitudes towards the use of alternative travel modes;
- provision of practical information on how to travel by more sustainable travel modes, with the integration between different travel modes;
- provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
- improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and disabled.

- 2.3 In addition to these benefits, in line with the Delivering Travel Plans through the Planning Process – Good Practice Guidelines, and the Making Travel Plans Work, the Travel Plan will also seek the following outcomes:

- reduction in the overall need for travel to and from the site;
- reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents;
- generation of only the minimum number of car movements to and from the development;
- more attractive environments;
- supporting the viability of local public transport services and helping reduce social exclusion;
- increased usage and safety of neighbourhood cycling and walking routes;
- opportunities provided to build healthy exercise into daily life;
- represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist; and
- increased marketability of the development as more households seek to change their travel behaviour.

² Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, September 2005

3.0 EXISTING CONDITIONS

Site location

- 3.1 The site comprises approximately 19 ha of land located to the north of Toton. The site is located approximately 2.2km north east of Long Eaton, 1.5km south of Stapleford and 8km west of the centre of Nottingham. The site is bound by agricultural land with extant planning permission for residential development to the north, the B6003 Stapleford Lane to the east, existing dwellings to the south, and the Toton Sidings traction maintenance depot to the west. The detailed site location is shown below in **Figure 2**.

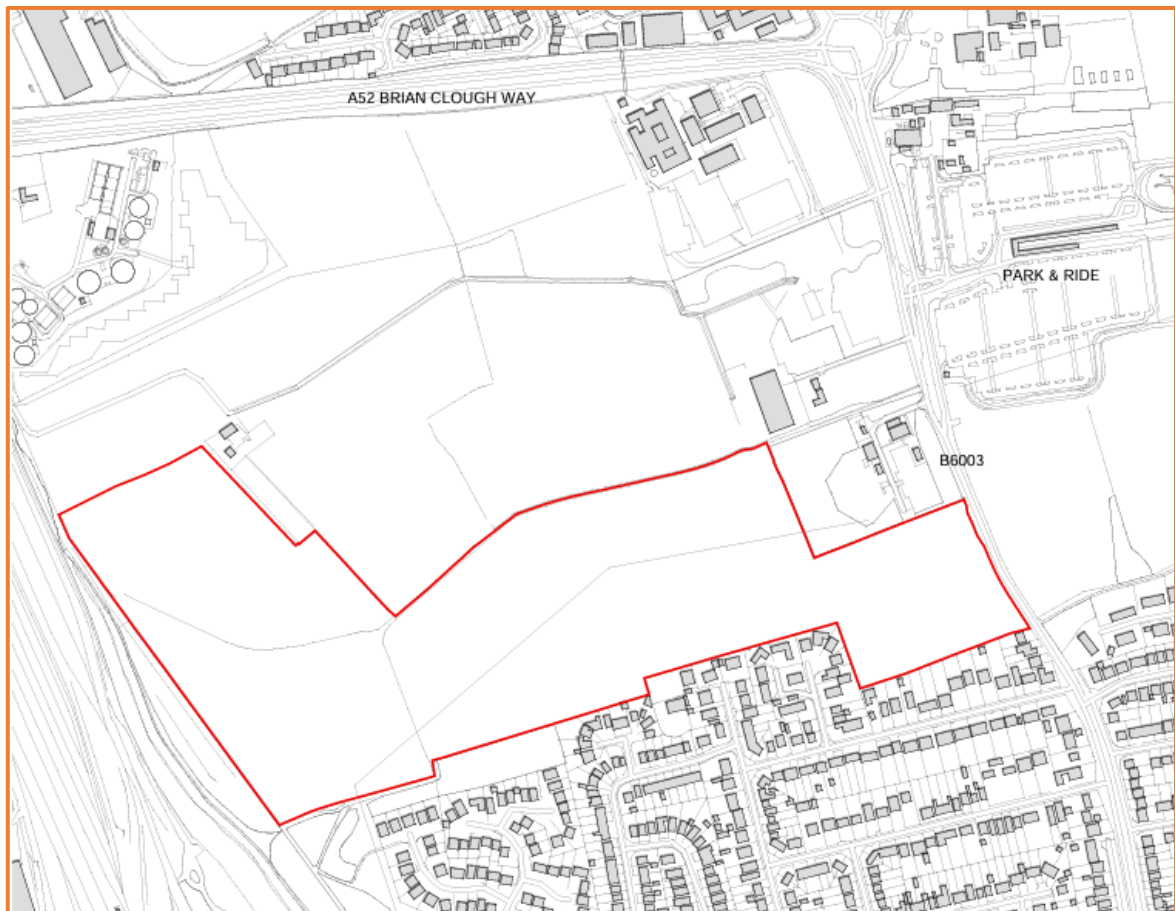


Figure 2: Detailed site location

- 3.2 The site is currently accessed via a single gated field access from the B6003 Stapleford Lane. In addition, public footpath route Beeston FP17 runs along the northern and western boundaries of the site, providing a connection between the B6003 and southwards, over the rail sidings, to Midland Street in Long Eaton.
- 3.3 The Toton Lane tram-based Park and Ride stop is located just to the east of the site, on the opposite side of the B6003. The Park and Ride site has over 1,400 parking spaces and an interchange with local bus services. More details on the available services are provided later in this section.

Local highway network

3.4 The local highway network is presented in **Figure 3** below.

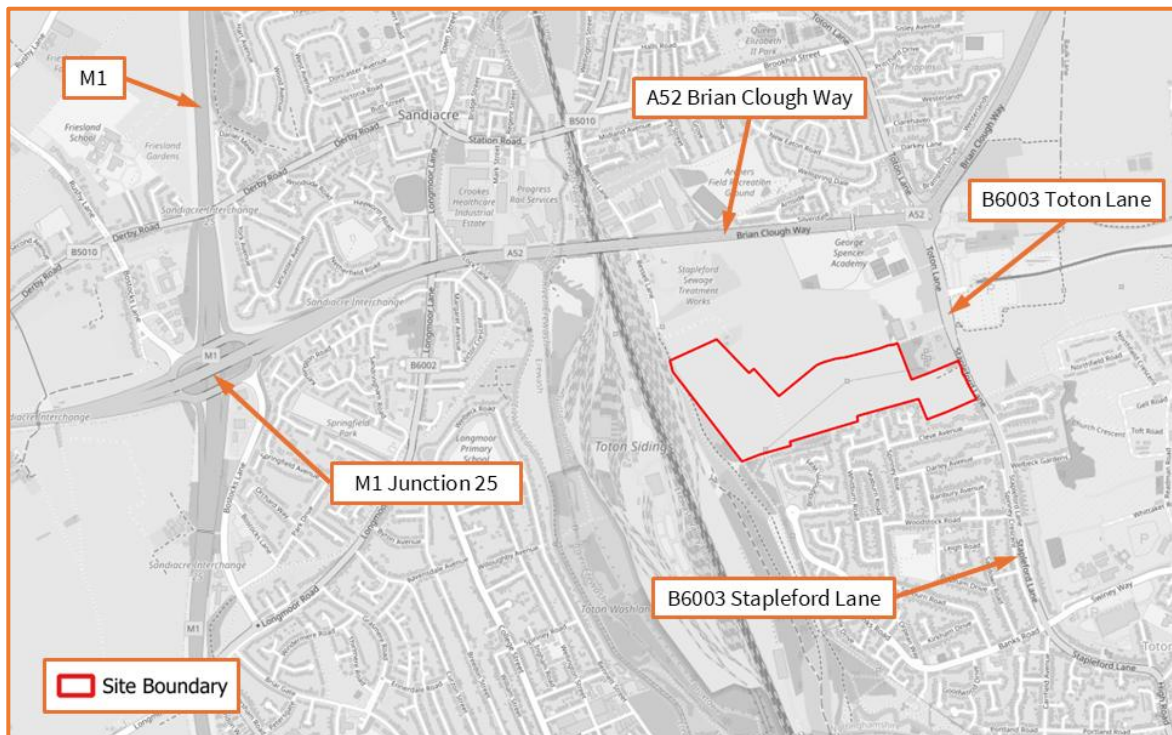


Figure 3: Local highway network

B6003 Stapleford Lane

3.5 To the east of the Site, the B6003 corridor runs north-south through Toton. The corridor is urban in nature, being subject to a 30mph speed limit and having street lighting along its length. The corridor has a number of side road junctions, including a signal-controlled T-junction that serves the Toton Lane tram-based Park and Ride site, a signal-controlled crossroads junction with Swiney Way and Banks Road, and a signal-controlled T-junction with the A6005 Nottingham Road. To the north of the A52 Bardills roundabout, the B6003 provides access to Stapleford.

A52 Brian Clough Way

3.6 The A52 Brian Clough Way is part of the Strategic Road Network (SRN), which, in the vicinity of the site, connects to the B6003 Stapleford Lane at Bardills roundabout to the north of the site. To the west of Bardills roundabout the A52 links to Junction 25 of the M1 and provides connectivity to Derby. To the east, the A52 provides connectivity to the centre of Nottingham.

3.7 The A52 is a dual carriageway route, has street lighting, and is subject to the national speed limit, except on the approaches (500m length) to the Bardills roundabout, where the speed limit reduces to 40mph on the A52 through the junction.

3.8 The main junctions on the A52 corridor in the vicinity of the site are the A52 Bardills roundabout, to the north of the site, and the A52 Bramcote roundabout, to the north-east of the site. Both junctions have traffic signal control, and both have movements that 'cut-through' the junction (A52 west to B6003 south at Bardills, and A52 west to A52 east at Bramcote).

M1 Motorway

- 3.9 The M1 motorway is also part of the SRN and runs north to south approximately 2.5km west of the site. The M1 Junction 25 is a grade separated signalised gyratory providing connectivity to the A52, plus Long Eaton to the south-east of the junction and the villages of Risley and Stanton by Dale to the north-west of the junction.

Sustainable travel – walking, wheeling & cycling

- 3.10 The existing Public Rights of Way (PRoW) in close proximity to the site are shown in **Figure 4**, with public footpaths indicated by red lines and bridleways by purple lines. This indicates that an existing public footpath (Beeston FP17) runs from the B6003 along the northern and western boundaries of the site and continues southwards, through Toton Fields Nature Reserve, to Midland Street in Long Eaton. There are also a number of connections from this footpath to the existing residential area of Toton to the south of the Toton West site, including Hampton Close, Epsom Road, Banks Road, Lonsdale Drive and Laneside Avenue.

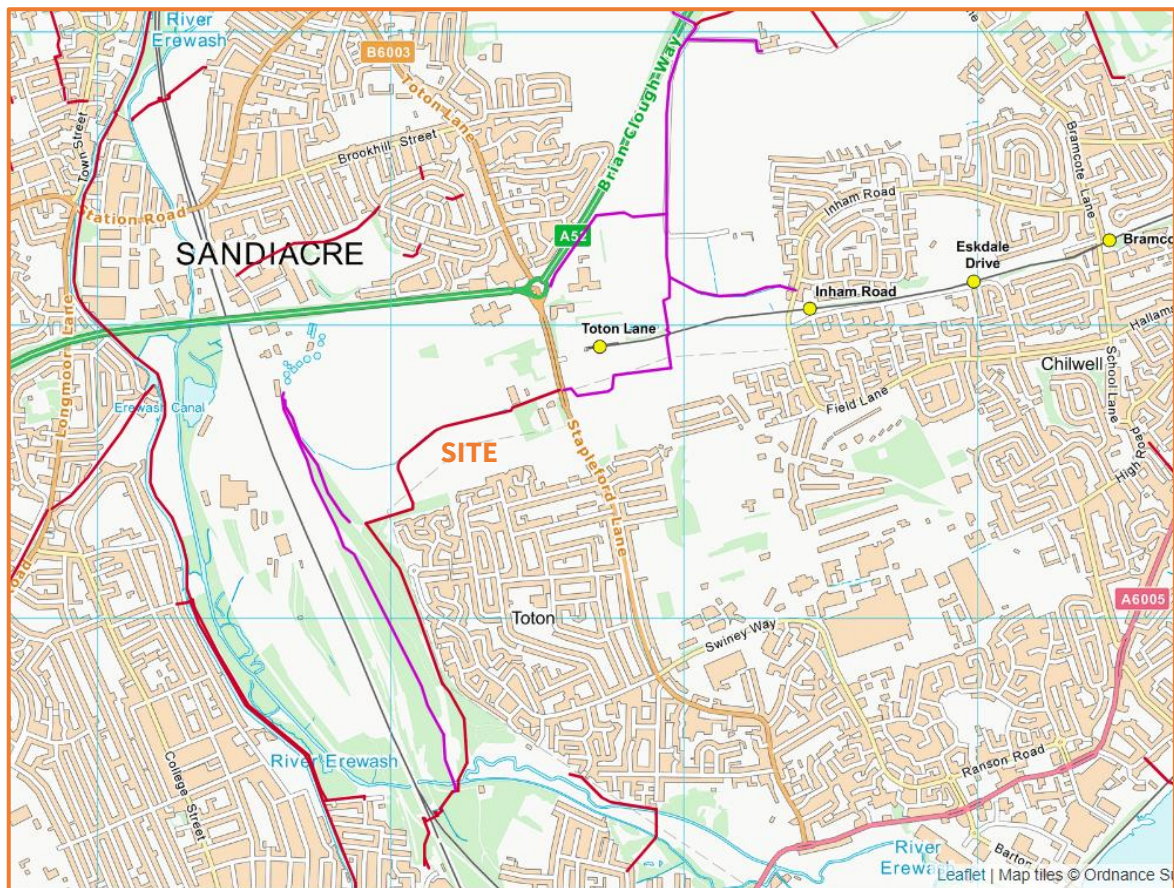


Figure 4: Existing public rights of way

- 3.11 To the east of the B6003, bridleway BW27 runs eastwards and then north, across the tram line, towards Stapleford and also provides a link east to Inham Road. To the west of the site there are public bridleway routes that run north-south through the Toton Sidings Local Wildlife Site and connect with Bessell Lane to the north-west of the site. Potential improvements to the existing public footpath are discussed in the following section.
- 3.12 In terms of the existing facilities and amenities within a reasonable walk/wheel/cycle distance of the proposed development, the existing PRoW provide links north, east, and south. A local

facilities/amenities plan is shown at **Figure 5**, together with 800m and 2km catchments from the centre of the proposed development.

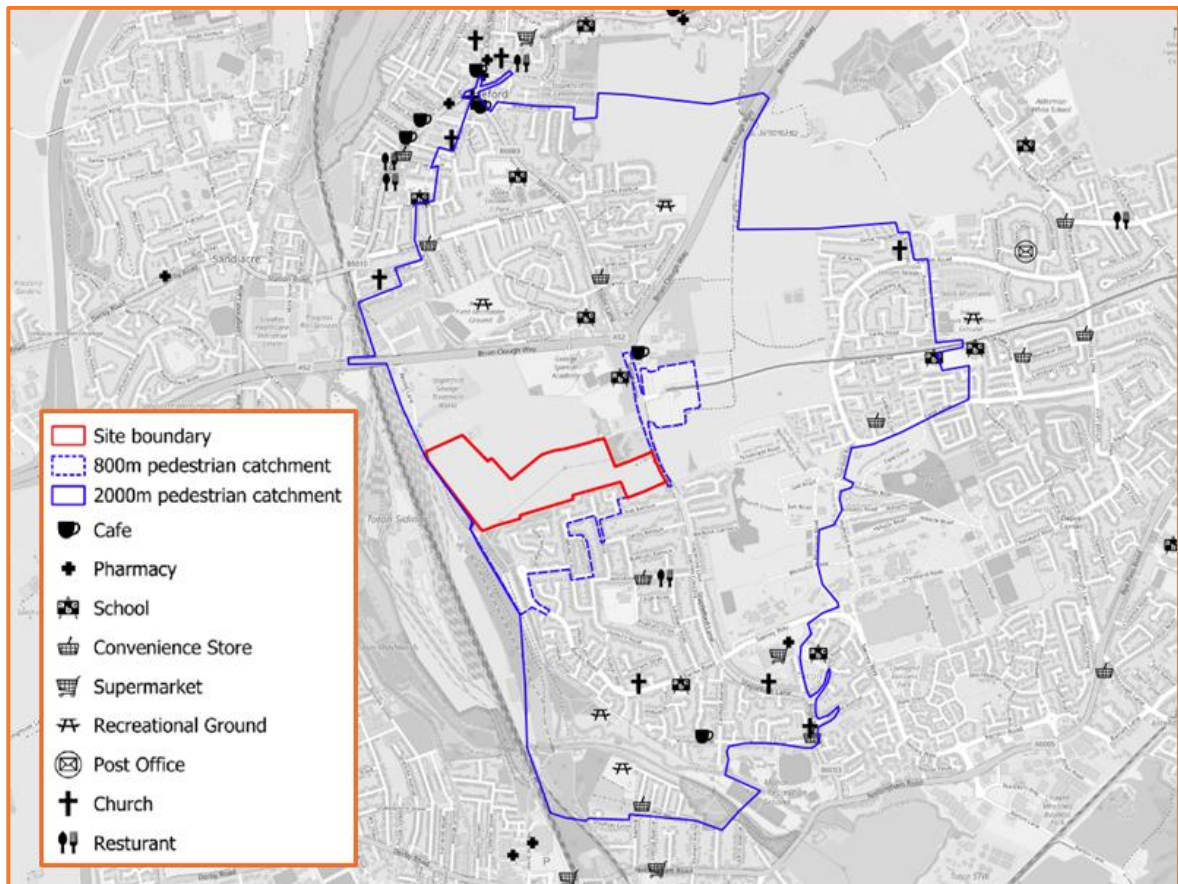


Figure 5: existing local facilities/amenities plan

3.13 The table below provides further details on the facilities/amenities within a reasonable walking distance of the proposed development, together with approximate walk distances/times, using existing routes.

Facility/Amenity	Approx. walk distance	Approx. walk time (minutes)
Educational		
George Spencer Academy	600m	8
Bispham Drive Junior School	1km	13
Banks Road Infant & Nursery School	1.3km	18
Chetwynd Spencer Academy	1.8km	24
Medical		
Toton Branch Surgery	1.2km	16
Impressions Denture Clinic	1.8km	25
MyDentist (Stapleford)	1.9km	27
Retail		
Morrisons Daily (Toton Lane)	850m	13
Woodstock Convenience Store	1km	14
Tesco Extra	1.5km	20
Toton Convenience Store	1.8km	23
Leisure		
Toton Fields Nature Reserve	500m	7
Banks Road open space	800m	10
Archers Field Recreation Ground	1.3km	18

Public Transport		
Toton Lane Tram & Bus Stop	600m	8

- 3.14 It should be noted that the wider Toton Strategic Location for Growth includes provision for leisure, retail, health, and education facilities, with these being located within the area to the north of the site (as defined in the SPD). Planning consent has been granted (ref. 19/00493/REM) for three retail units, care home, day nursery, and public house on land west of Toton Lane, directly to the north of the site. These facilities would be located directly adjacent to the Toton West site, with appropriate foot/cycle links and crossing points being provided between the two sites.
- 3.15 The public bridleways to the west of the site also means that local facilities/amenities are accessible by bike. The local cycle network in the context of the site is shown on the extract from the Nottingham cycle map in **Figure 6** below. This shows that there are existing shared foot/cycle routes on either side of the B6003 to the east of the site, together with controlled cycle crossing facilities at the A52 Bardills roundabout junction and the Toton Lane/Park and Ride signal junction.
- 3.16 Shared foot/cycle routes are provided alongside the tram line to the east of the site, providing a continuous route of approximately 1.5km in length to Cator Lane. Local roads to the north through Stapleford, and to the south through Toton, are recommended routes for cycling. The routes south provide connections to the National Cycle Network (NCN) route 6 and to Attenborough and Beeston rail stations.

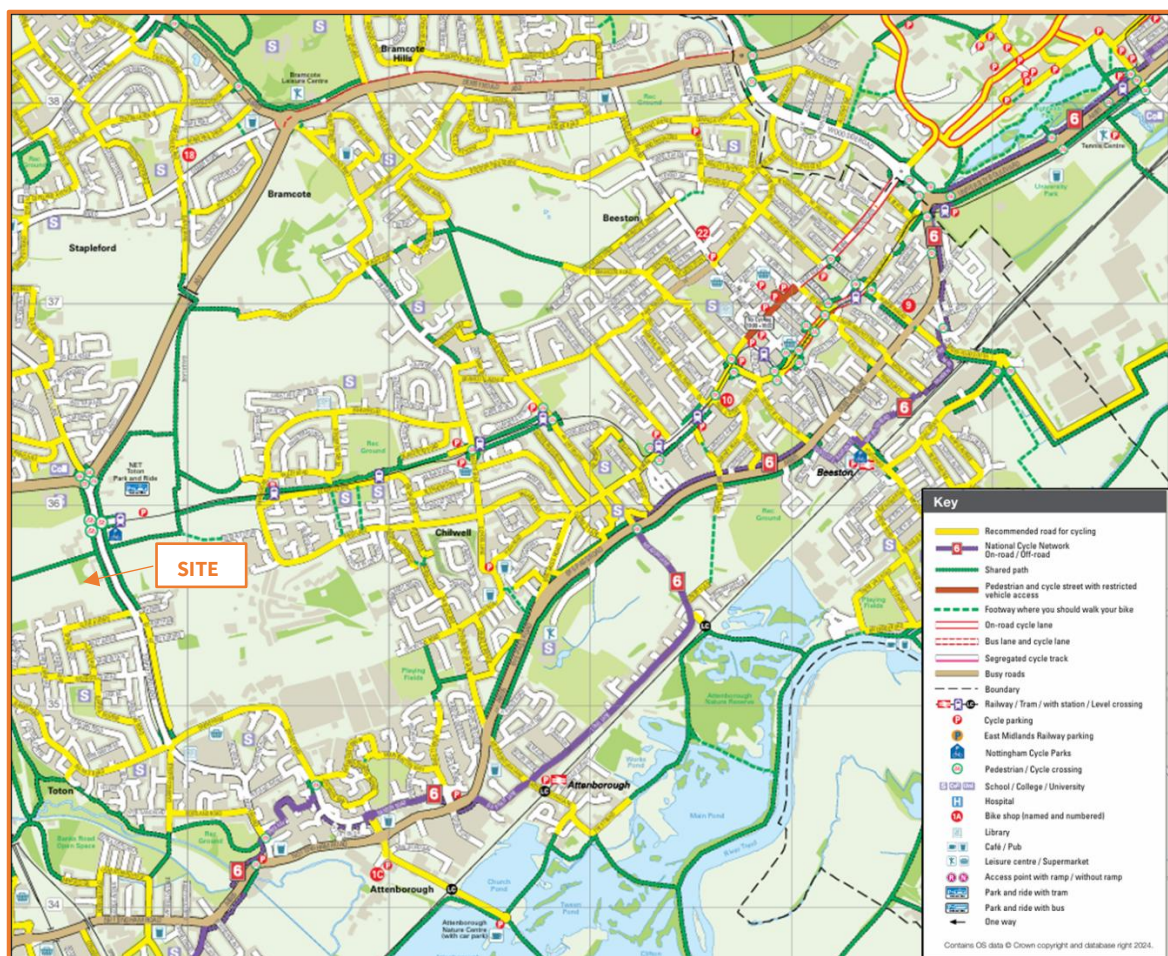


Figure 6: Nottingham cycle map extract

Opportunities for bus travel

- 3.17 The nearest bus stops to the site are located at the Toton Lane Park and Ride site and on the B6003 (close to Katherine Drive), both locations being approximately 600m from the centre of the site. There is a further bus stop on Banks Road, less than 400m to the south of the site (via footpath Beeston FP17). The stops are served by the Nottsbus EConnect 510 service between Stapleford and Beeston via Toton. The service operates at an hourly frequency in both directions between 8am and 6pm, Monday to Saturday.

Opportunities for tram travel

- 3.18 Toton Lane is the terminus of the Toton Lane-Hucknall tram line, and the Park and Ride is served by a car park with over 1,400 car parking spaces.
- 3.19 The tram line serves a number of stops between Toton and Hucknall, including Beeston, Nottingham University, Queens Medical Centre, Nottingham railway station, the city centre, Nottingham Trent University, Bulwell, and Hucknall. The timetabled journey time to Nottingham city centre is 34 minutes.
- 3.20 The tram operates at a minimum frequency of a tram every 15 minutes. During the weekday peak hours (7am to 10am and 3pm to 7pm) the frequency increases to a tram every 7 minutes. The tram operates between 0600 and 0100, Monday to Saturday, and 0600 and 0000 on Sundays.
- 3.21 There is also a Nottingham Cycle Park cyclehub at the Park and Ride site, with secure cycle parking provided for 16 cycles. The spaces are accessed through purchase of an annual Cycle Park card (price from 1st April 2024 is £12/year).

Opportunities for rail travel

- 3.22 The nearest railway station to the site is Attenborough railway station, located less than 4km to the south-east of the site (a 10-15 minute cycle time). The station is operated by East Midlands Railway, and is served by regular trains to Nottingham, Lincoln, Leicester, and Derby. The station is served by 28 cycle parking spaces.
- 3.23 Alternatively, Beeston railway station is located approximately 5km to the east of the site (approx. 16-minute cycle time) and provides access to more frequent rail services to Nottingham, London, Leicester, and Derby. There are 22 cycle parking spaces at the station.

Summary

- 3.24 The site is located to the north of Toton, west of the B6003 Stapleford Lane, and is currently in agricultural use. The site is bound by further agricultural land to the north, the B6003 to the east, existing dwellings in Toton to the south, and Toton Sidings to the west.
- 3.25 There are good opportunities for pedestrian travel. Stapleford town centre and north Toton are located within walking distance of the site, along with key amenities including schools, shops, and leisure facilities. Planning permission exists for retail and community uses immediately adjacent to the north of the site as part of the wider Toton strategic area for growth.

- 3.26 With regard to Public Rights of Way, the site has an existing public footpath along its northern and western boundaries that provides connections to the existing residential area and local facilities and amenities to the south, plus the Toton Fields Nature Reserve.
- 3.27 Regarding opportunities for cycle travel; Long Eaton, Sandiacre, Stapleford, Lenton Abbey, Wollaton, Trowell and Beeston are within an easy cycle distance of the proposed development, and the centre of Nottingham is approximately a 35-minute cycle journey from the site. There is a network of traffic free cycle paths to the north and east of the site, and a dense network of recommended cycle routes within Toton and Long Eaton. Signal-controlled facilities for cycles are provided at the major highway junctions to the east of the site.
- 3.28 Bus stops are provided at the Toton Lane Park and Ride site, on the B6003, and on Banks Road; providing access to regular frequency services to Stapleford and Beeston, Monday to Saturday.
- 3.29 The Toton Lane tram Park and Ride site is located just to the east of the site. High frequency services are provided to key local destinations including Beeston, Nottingham University, Queens Medical Centre, Nottingham Railway Station, and Nottingham Trent University. The journey time from Toton Lane to the centre of Nottingham is 34 minutes by tram.
- 3.30 Both Attenborough and Beeston rail stations are within a 20 minute cycle time of the site, and both stations have cycle parking facilities. The stations are served by regular trains to Nottingham, Leicester, Derby, and London, with Beeston served by more regular frequency services than Attenborough.
- 3.31 In summary, the site is well located for residential development with good amenities located within walking and cycling distance of the site. In addition, there are excellent public transport links that provide meaningful alternatives to travel by car to a range of destinations. Further opportunities to improve sustainable travel are explored in the following section of this report.

4.0 PROPOSED DEVELOPMENT

Development

- 4.1 The proposed development is an outline application anticipated to comprise residential development of up to 420 homes with associated infrastructure. A site layout plan is attached as **Appendix A**.

Access

- 4.2 Access to the proposed development will be provided through provision of a new signal controlled crossroads junction on the B6003 Stapleford Lane. The site access would form the western arm of the crossroads junction, with the eastern arm providing access to the proposed Toton East development (c.155 dwellings) and the southern section of the proposed Toton and Chetwynd Link Road. The site access plan is shown on drawing number **3648-ADC-HGN-XX-DR-CH-0100-S1-P01**.

Pedestrian and cycle infrastructure

- 4.3 The site access route will include a 3m wide shared foot/cycle route to the north of the carriageway and a 3m segregated cycle route and 2m footway to the south of the carriageway.
- 4.4 The site access junction will provide signal controlled pedestrian and cycle crossings on all arms. The segregated 3m cycle route on the south side of the access road will provide a continuous cycle route through the Toton West development, connecting existing bridleway routes to the west of the site with the Park and Ride site, development proposals at Toton East and Toton North, and bridleway routes to the east of the B6003 leading to Chilwell, Stapleford and Bramcote.
- 4.5 The existing public footpath route 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 the NCC rights of way team. A minor diversion of the existing public footpath route is proposed around the western edge of the proposed development, as shown on the site layout plan.
- 4.6 There is a c.165m length of existing public footpath, immediately to the west of the B6003 that abuts the northern site boundary. This length of footpath is not surfaced or lit but is wide (approx. 5m) and there is potential to provide improvements to surfacing, lighting and waymarking of this length of the route. Similarly, there is the potential to improve surfacing and waymarking of a c.300m length of the public footpath route adjacent to the south-western edge of the site to provide an enhanced connection to Banks Road and local facilities/amenities (e.g. shops, school, bus stop) within the existing residential area to the south.
- 4.7 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, less than 150m to the south, and there are existing signal controlled crossings at the Park and Ride junction, approximately 75m to the north.

Public transport strategy

- 4.8 The site is well located for access to the existing Nottingham tram network, with the Toton Lane Park and Ride site being within a reasonable walk/cycle distance of the entire site. The proposed improvements to the walk/cycle infrastructure outlined above will also enhance access to the tram network. In addition, a corridor will be retained through the site to accommodate any future western extension of the NET tram line.
- 4.9 In terms of access to bus services, the site access route has been designed to enable access by bus services. The Broxtowe Infrastructure Delivery Plan (IDP) states that public transport funding contributions for infrastructure and local bus service provision will be sought, and that contributions to bus stop infrastructure will be required. The level of funding contributions will therefore be discussed further with the NCC Transport and Travel Services team.

Internal layout

- 4.10 The internal highway layout will be designed in accordance with NCC highway design guidance, with the route being designed to cater for buses should access for bus services be required as part of the wider Toton growth proposals.
- 4.11 As indicated on the illustrative masterplan, the internal highway layout will also include for full highway connections to the adjacent site to the north, which forms part of the wider Toton strategic location for growth. The adjacent site has extant planning permission (ref. 17/00499/REM) for 282 dwellings with associated highways and drainage infrastructure, including two highway connections to the proposed Toton West site.
- 4.12 Sufficient space will be provided for service and delivery vehicles within the internal highway layout, with turning heads provided where appropriate.

Parking

- 4.13 Appropriate provision for off-street car parking would be secured as part of any reserved matters application(s) in accordance with NCC parking standards and all dwellings will be provided with electric vehicle (EV) charging.

5.0 TRIP GENERATION AND TARGETS

- 5.1 In accordance with NCC Travel Plan guidance, the primary target should be in the form of trip generation totals given in the Transport Assessment (TA). The TA includes vehicle trip rates per dwelling that have been derived through use of the East Midlands Gateway Model (EMGM). The vehicle trip rates derived and associated peak hour traffic generation for a development of 420 dwellings (as assessed for the TA) is shown in the table below.

	AM peak hour		PM peak hour	
	Arrivals	Departures	Arrivals	Departures
Vehicle trip rates (per dwelling)	0.091	0.453	0.343	0.136
Vehicle trips (420 dwellings)	38	190	144	57

Targets

- 5.2 The NCC Travel Plan guidance states that the vehicular trip generation values given in the TA should be considered as maximum values and the target vehicular trip generation values in the Travel Plan should be lower. Therefore, this Travel Plan adopts the following targets for the development:
- Target One – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
 - Target Two – A peak hour two-way trip rate of 0.490 vehicle trips per dwelling will be achieved within 3-years following first occupation of the proposed development.
- 5.3 With regards to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.
- 5.4 With regards to Target Two, the target vehicle trip rate represents a 10% reduction in private single occupancy vehicle trips when compared to the AM peak hour trip rates used in the TA.

6.0 MEASURES AND INITIATIVES

Introduction

- 6.1 The site is in a location that can be made sustainable, with good opportunities for travel by foot, cycle, and public transport, and this will be improved by the infrastructure measures detailed in Section 4. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets can focus on promoting all modes.
- 6.2 The measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken in a sensitive manner, so that it is not viewed as oppressive by residents, but rather as a helpful, informative, process that allows them to make informed decisions based on the benefits of each mode.

Housebuilder's commitments prior to occupation

- 6.3 The following measures will be funded and implemented by the developers (Bloor Homes Ltd) during the construction process and prior to occupation:
- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. A Sales Advisor(s) will initially undertake the Travel Plan Co-ordinator role, with senior management support.
 - The Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve them explaining the Travel Plan and the travel opportunities at the development, so that the sales staff can also inform all potential residents about the Travel Plan process and answer any questions that residents may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
 - The Travel Plan will be promoted in the marketing and promotion of the development, on both the websites and through sales literature. Alternative means of travel will be sold as an attractive benefit for new residents.
 - Provide funding for travel welcome packs for each household, containing walking, cycling and public transport information to promote the use of these modes, and also where possible, reduce the need to travel. The travel welcome packs will be compiled by the Travel Plan Co-ordinator prior to first occupation and issued by the Travel Plan Co-ordinator to residents on occupation.

Travel Plan Co-ordinator's commitments post occupation

- 6.4 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to NCC as soon as they are appointed. NCC will be informed of any changes to the Travel Plan Co-ordinator contact details.
- 6.5 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until one year following the occupation of the final dwelling. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:

- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan
- promote the Travel Plan to potential and confirmed residents
- act as a point of contact for all residents and visitors requiring information
- represent the ‘human face’ of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs
- take a key role in the monitoring and review of the Travel Plan.

6.6 The Travel Plan Co-ordinator will also:

- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
- liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, to allow them to arrange the welcome travel pack.

6.7 The Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the developer(s) and be produced by the Travel Plan Co-ordinator. The Travel Packs may contain the following:

- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental, and economic costs of each mode.
- A pedestrian route map to key destinations, such as local shops and schools etc, with distances and journey times.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities.
- Information on local walking/cycling shops and discount codes for residents.
- Public transport information, including route maps for bus/tram services, and the latest bus/tram timetables and ticketing information.
- Information about the benefits of car sharing, including details of the Nottinghamshire Carshare scheme operated by Liftshare ([Nottinghamshire community - part of the Liftshare network](#)). The scheme is free to join and there are currently over 3,500 members across Nottinghamshire.
- A link to the NCC Travelchoice website ([Nottinghamshire County Council How would you like to travel today?](#)), which provides information and advice on the different ways to travel around Nottinghamshire.
- 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.
- Contact details of the Travel Plan Co-ordinator, and NCC’s Travel Plan Officer.

6.8 The Travel Packs will also include a sustainable travel voucher, worth up to £100 per dwelling, to be redeemed against sustainable travel tickets/equipment. This could be used for a variety of sustainable travel offers, including; one-month Robin Hood smartcard season ticket (£90), weekly tram ticket (£24), Easyrider Cityzone weekly bus pass (£22), Nottingham cycle park card (£12), a one-month rail ticket (£55 for Attenborough-Nottingham) or an annual Enterprise car club membership (£60³).

³ All prices correct at time of issue

- 6.9 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as national bike to work week and national walk to work day.

Additional measures to promote sustainable transport

- 6.10 To encourage increased walking to/from the proposed development, the TPC will provide local walking maps as part of the residents' travel packs and will promote local and national walking initiatives (e.g. National Walking Month, Walk to Work week and Walk to School week). The TPC will also seek to liaise with the local schools to promote walking initiatives (e.g. walking bus) and look at the potential to set up a local walking/cycling group.
- 6.11 To encourage increased cycling to/from the proposed development the TPC will investigate the potential for discount vouchers to be provided to residents to purchase cycling equipment at local cycle shops. The TPC will look to promote cycling events and initiatives such as National Bike Week and also promote free adult cycling sessions offered in Nottingham by Ridewise ([RideWise calendar of events - Booking by Bookwhen](#)).
- 6.12 The TPC will provide residents with details of the Green rewards scheme ([Home greenrewards.co.uk](#)), an online platform available to Nottinghamshire residents to take part in activities, boost sustainability, and earn points to win prizes.
- 6.13 The Travel Packs will include details of the Enterprise car club that operates from the Toton Park and Ride site ([Enterprise Car Club - Automated Daily & Hourly Car Rental across the UK](#)). Enterprise currently operates a single car club vehicle from the Park and Ride site.
- 6.14 The measures/initiatives listed are not exhaustive and will be refined/adapted throughout the period of the Travel Plan and as the development, and the wider growth in the area, is progressed.

7.0 IMPLEMENTATION AND MONITORING

- 7.1 The Travel Plan should not be a static document but is intended to be updated through its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator, who will undertake on-going monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to NCC.
- 7.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within a short period of occupation. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the start.
- 7.3 Nevertheless, the Travel Plan will be monitored for a period of one year following final occupation of the development. To monitor the Travel Plan, travel surveys will be undertaken at each household within one month following occupation of the 50th dwelling (to allow a sufficient sample size). The surveys will be produced by the Travel Plan Co-ordinator with approval from NCC and will determine the baseline modal split and travel patterns of each household, and thus at the site as a whole. They will report on the uptake of any measures and incentives proposed in this Travel Plan (including the number of residents who sign up to the Nottinghamshare car share database, travel vouchers etc.), and help identify any further measures that need to be investigated and proposed. The surveys, together with appropriate traffic counts, will allow appropriate monitoring of the targets. The Travel Plan Co-ordinator will also record general resident feedback on the Travel Plan, and on any travel issues.
- 7.4 A monitoring report will be compiled by the Travel Plan Co-ordinator and issued to NCC within one month of the travel surveys being completed. This will be informed by the travel surveys, traffic counts and resident feedback.
- 7.5 The surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for one year after final occupation, and the results summarised and issued to NCC.
- 7.6 In addition to the travel surveys, traffic counts will be undertaken at appropriate locations within the site (to ensure accuracy of data) in Years 1, 3, and 5 to record the actual traffic flows generated by the development, in accordance with NCC Travel Plan guidance.
- 7.7 The annual report will include an introduction, the annual survey results and biennial traffic count results including analysis of trends against previous years, and brief details of measures implemented throughout the year.
- 7.8 The Monitoring Reports and hence details of the survey results will be issued to the residents by the Travel Plan Co-ordinator to ensure residents are aware of the progress being made by the Travel Plan. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.
- 7.9 Remedial/fall-back measures would be implemented in the event of a shortfall in the progress towards agreed targets. These could include extending the role and responsibilities of the Travel Plan Co-ordinator; relaunching the Travel Plan; providing additional promotional activities to promote sustainable travel; and extending the formal monitoring period. Additional funds of £100 per dwelling will be set aside to be called upon should targets not be met.

DRAWINGS



- General Notes
1. Do not scale this drawing. All dimensions must be checked/verified on site.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

P01	15.04.25	Initial Issue	CD	JC
Rev	Date	Description	Dr	Ch

Client:
Bloor Homes Midlands

Project:
Toton West

Title:
Proposed Site Access Layout



© ADC Infrastructure Limited

Size: A2		Scale: 1:1000						
Status: PRELIMINARY								
Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3648 - ADC -HGN-XX-DR-CH-0100							S1	P01

APPENDIX A

SITE LAYOUT PLAN



- KEY**
- Site Boundary**
18.95Ha
 - Development Residential**
12.00Ha @35dph = 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

