



Keepmoat Homes

**Residential Development
Eakring Road, Bilsthorpe**

Residential Travel Plan

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1.0 INTRODUCTION

1.1 Background

1.1.1 Travis Baker are appointed by Keepmoat Homes to advise on the highways and transport issues affecting proposed residential development at Eakring Road, Bilsthorpe. The development site comprises approximately 3.6 hectares of undeveloped land to the east of Eakring Road. The location of the site in the wider context is shown on **Figure 1** and a more detailed location plan, showing the surrounding local road network is provided as **Figure 2**.

1.1.2 The local highway authority is Nottinghamshire County Council (NCC) and the local planning authority is Newark and Sherwood District Council (NSDC).

1.2 Planning History

1.2.1 The site has outline planning approval, granted in June 2018 (NSDC planning ref: 17/01139/OUTM), for 85 dwellings, up to 280sqm of retail development (Class A1) and associated access works including a new access junction from Eakring Road.

1.3 Proposed Development

1.3.1 Keepmoat Homes intend to submit a full planning application of 103 residential dwellings with associated landscaping, infrastructure and open space. It is understood that the full or reserved-matters planning application for the retail development (Class A1) will be submitted separately by another developer.

1.3.2 The access scheme is consistent with that approved in respect of the previous outline application and includes a new priority junction access with Eakring Road. A new footway will also be constructed on the eastern side of Eakring Road to connect with the existing footways to the south and opposite. The current development masterplan is presented in **Appendix A**.

1.4 Scope

1.4.1 This report presents a Residential Travel Plan (RTP) for the 103 proposed dwellings and is submitted to NCC for discussion and approval prior to the development commencing. The RTP will be updated as required in accordance with the timetable identified in this document and will be implemented as the development is occupied.

1.4.2 This RTP does not apply to the retail element of the scheme, which may be required to provide its own bespoke Travel Plan.

1.4.3 The RTP provides a strategy for managing the travel demands generated by the development, reducing car-based travel and encouraging sustainable travel behaviour. The delivery of a successful RTP is an important means of minimising the impact of the development on traffic conditions and air quality in the adjacent area.

1.4.4 The purpose of the RTP is to maximise sustainable travel behaviour by all residents and visitors to the site. It comprises the following key components:

- A brief review of the policy and guidance framework within which the RTP has been prepared.



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- Outcome objectives and benefits of the RTP.
 - A site audit, including a summary of the site's accessibility by all available travel modes and the availability of local amenities in its vicinity.
 - Baseline travel information for the proposed development, including forecast trip generation and modal split.
 - Targets and indicators for modal shift and maximum levels of car use.
 - An Action Plan, comprising measures to encourage modal shift in order to achieve the RTP targets.
 - A marketing strategy to promote the RTP and engage residents.

1.4.5 The RTP is to be treated as a "live" document and will be reviewed periodically in order to allocate available Travel Plan resources towards measures that would most effectively deliver changes in travel behaviour.

2.0 POLICY AND PLANNING BACKGROUND

2.1 Overview

2.1.1 It is considered that the most significant transport related policies of relevance to the proposal are contained within the following documents.

- The National Planning Policy Framework (NPPF)
- The Newark and Sherwood Amended Core Strategy
- The third Local Transport Plan for Nottinghamshire, 2011 – 2026 (LTP3)

2.2 Planning Status

2.2.1 The site received outline planning approval in June 2018 for a residential development of up to 85 dwellings and a Class A1 retail development of up to 280m² (NSDC planning ref: 17/01139/OUTM). The outline planning application was supported by a Travel Plan undertaken by ADC Infrastructure Ltd. and dated 27 February 2018.

2.2.2 Condition 15 of the outline consent requires that the development is implemented in accordance with the measures, incentives and monitoring details set out in the ADC Travel Plan prepared by ADC. The proposals now set out in this RTP are consistent with that earlier report.

2.2.3 The site is identified for development in NSDC's *Adopted Allocations and Development Management Development Plan Document (DPD)* as "**Bilsthorpe – Mixed Use Site 1**" (Policy Bi/MU/1), to provide around 75 dwellings and retail development.

2.3 The National Planning Policy Framework

2.3.1 The revised NPPF was published in February 2019 and sets out the Government's policies for helping to deliver sustainable development through the planning system. The NPPF states that all schemes generating significant movement should be accompanied by a Travel Plan. Plans and decisions should then take account of whether:

- *appropriate opportunities to promote sustainable transport modes can be – or have been- taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all user; 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.*

2.3.2 As in previous national guidance, there is a requirement that developments should:

- *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 and 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 layouts 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.*

2.3.3 The objectives and measures proposed in this RTP are consistent with the above national criteria.

2.4 The Amended Core Strategy

2.4.1 The original Core Strategy was adopted by NSDC in 2011. Following implementation of the NPPF, NSDC adopted an Amended Core Strategy in March 2019. The Amended Core Strategy DPD is a key element of the NSDC Local Development Framework (LDF).

2.4.2 The Amended Core Strategy provides policies that seek to deliver development over the period 2013 to 2033. Policies relevant to this RTP are reviewed below.

2.4.3 Because of its size, the Newark and Sherwood District has been subdivided into distinct areas based on common characteristics, in order that policies meet the differing needs of each area. The development site lies within Sherwood area, as defined within the DPD.

2.4.4 **Spatial Policy 6: Infrastructure for Growth.** This policy is concerned with the delivery of infrastructure to support growth within the District. It states that the Council will secure improvements to the strategic highway network and other highway infrastructure via the Community Infrastructure Levy (CIL), which will be targeted at “Strategic Infrastructure” improvements identified within an Infrastructure Delivery Plan (IDP). Local infrastructure will also be secured via planning obligations, including facilities and services that are essential for development to take place on individual sites, or which are needed to mitigate the impact of development at the site or neighbourhood level.

2.4.5 **Spatial Policy 7: Sustainable Transport.** This policy addresses the need to encourage and support development proposals that promote an improved and integrated transport network and emphasises non-car modes for access to services and facilities. Development proposals should contribute to the implementation of the LTP (see below) and should:

- *minimise the need for travel, through measures such as travel plans for all development which generate significant amounts of movement, and the provision or enhancement of local services and facilities;*
- *provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;*
- *be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;*
- *avoid highway improvements which harm the environment and character of the area;*
- *provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements in line with Highways Authority best practice; and*

- *ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured for the provision of off-site works.*

2.4.6 The policy also safeguards highway or public transport schemes identified within the LTP and its implementation plan. It also states that:

“High quality, safe, cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and horse riding for recreation in the countryside. Disused railway lines will be protected from other forms of development, to safeguard their potential to be reinstated to their former use for commercial or leisure purposes, or to extend the cycling or footpath networks.”

2.4.7 The policy requires that all major developments are well-located for convenient access by non-car modes (walking, cycling and high quality public transport).

2.4.8 **Spatial Policy 9: Selecting Appropriate Sites for Allocation.** This policy states that sites allocated for housing, employment and community facilities will be (*inter-alia*): adjacent to an existing settlement; accessible and well-related to facilities; accessible by public transport (or would be, subject to viable improvements); and sustainable in terms of impact on existing infrastructure (or would be, subject to provision of new infrastructure).

2.4.9 **Core Policy 9: Sustainable Design.** This policy states that the Council will expect development proposals to demonstrate a high standard of sustainable design, which protects and enhances the natural environment and is accessible to all.

2.4.10 **Core Policy 11: Rural Accessibility.** This policy states that the Council will promote rural access through partnership with NCC, in order to secure improved public transport to villages and provide increased access to services, facilities and employment opportunities in the various local centres.

2.4.11 In the Sherwood area the Council will seek improve public transport to villages and links to the local service centres of Ollerton & Boughton, Edwinstowe, the “Principal Village” of Bilsthorpe and applicable centres in neighbouring districts.

2.5 Local Transport Plan

2.5.1 The third Nottinghamshire Local Transport Plan (LTP3) covers the period 2011 to 2026. The key goals of LTP3 are to provide a resilient transport system which supports thriving economy and growth whilst encouraging sustainable and healthy travel. It seeks to improve access to key services and to minimise the impacts of transport on people’s lives, whilst maximising opportunities to improve the environment.

2.5.2 These goals are underpinned by 12 local transport objectives. The key objectives of particular relevance to this TA are concerned with the need to reduce the traffic impact of development on the local highway network and the environment by encouraging more walking, cycling and use of public transport, with the additional aim of improving health. The objectives of improving accessibility and personal safety are also identified.

2.6 Travel Plan Guidance

2.6.1 The RTP has been prepared with due regard to the following national and local guidance:



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- *"Good Practice Guidelines: Delivering Travel Plans Through the Planning Process"* (DfT, 2009).
 - *"Making Residential Travel Plans Work"* (DfT, 2007).
 - *"Smarter Choices: Changing the Way we Travel"* (DfT, 2004).

3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The development site is located at the eastern edge of the existing Bilsthorpe urban area. It comprises a parcel of open agricultural land. The site's only highway frontage is to Eakring Road, which forms its western boundary. The southern boundary is formed by existing non-residential development and the eastern boundary adjoins undeveloped woodland. The northern boundary adjoins a former railway line, which to the west of Eakring Road is now part of the National Cycle Network.

3.1.2 The site has an existing ungated field access from Eakring Road, which comprises a dropped-kerb facility and is located approximately 80m north of Mickledale Lane.

3.2 Local Highway Network

3.2.1 **Eakring Road** is a local distributor route of single carriageway standard, which links Deerdale Lane to the north with the A617 (via Kirklington Road and Farnsfield Road) to the south. Eakring Road crosses the former railway line at the northern end of the site via an over-bridge, before entering the Bilsthorpe village area and passing through on its eastern side.

3.2.2 In the vicinity of the site, Eakring Road has an urban frontage on its western side, with direct access to driveways, and side road junctions with Mickledale Lane and Church Street. The speed limit is 30mph within Bilsthorpe, which increases to the national speed limit (60mph), approximately 400m north of the centre of the site frontage. Street lighting is provided throughout the built-up area and as far as the Bilsthorpe Business Park access, to the north.

3.2.3 A continuous footway is provided on the west side of Eakring Road, opposite the site frontage, to a point north of the railway bridge, where the footway switches to the eastern side of the road and is continued as far as the Bilsthorpe Business Park access. On the eastern side, the footway commences at the Mickledale Lane junction.

3.2.4 **Mickledale Lane** is a single carriageway local distributor road, which connects Eakring Road with the A614 to the west. From the A614 junction eastwards, the national speed limit (60mph) is initially in force but reduces to 30mph at the start of the Bilsthorpe village urban area.

3.2.5 Within Bilsthorpe, Mickledale Lane is predominately urban in character, with street lighting and mostly residential frontages with direct property accesses on both sides. There are frequent junctions with side roads, most notably Saville Road, Crompton Road and Cross Street, which provide access to the main local facilities in the centre of Bilsthorpe.

3.2.6 Mickledale Lane has continuous footways on both sides. The northern side footway terminates close to where the speed limit increases to 60mph, whereas the southern footway is continued as far as the A614 junction.

3.2.7 The **A614**, also known as Old Rufford Road, is a major single carriageway inter-urban route that connects the A1 and A57 to the north with the A60 at the northern edge of Nottingham. It is rural in character and is subject to a speed limit of 50mph, enforced by average speed cameras. In the vicinity of the Mickledale Lane junction, the route has street lighting. There is also a narrow footway on the east side of the A614, which extends for approximately 400m south of Mickledale Lane. Elsewhere, the route has hard strips on each side of the carriageway.

3.2.8 Approximately 2.5km south of Mickledale Lane, the A614 connects with the **A617 Kirklington Road** at a 4-arm roundabout junction, where street lighting is provided. The A617 is a major route of mostly single carriageway standard, which connects Mansfield and Sutton-in-Ashfield to the west with Newark-on-Trent to the east. To the east of the A614 roundabout, the A617 is subject to a 50mph speed limit; whereas to the west, the national speed limit (60mph) is in force.

3.3 Walking

3.3.1 Guidance on walking distances to local amenities is provided in the Chartered Institution of Highways and Transportation (CIHT) document, "Providing for Journeys on Foot" (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips within town centres and that a distance of 800m is acceptable elsewhere. The corresponding walking distances for commuting or trips to/from schools are given as 500m and 1km respectively. A "preferred maximum" walking distance of 2km is identified.

3.3.2 The 2km distance was subsequently adopted in central government guidance and was incorporated into the former PPG13 advice note, which stated that:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres".

3.3.3 Current guidance within the Manual for Streets (MFS) continues to adopt this guidance. Paragraph 4.4.1 of MFS states that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."

3.3.4 These guideline distances remain in use by local authorities to determine access to facilities by walking. The CIHT Guidance advises that the 400m distance is equivalent to an approximate walking time of 5 minutes and this standard is typically adopted as the desirable maximum walking distance to local bus services. The corresponding walking distances of 1km and 2km are equivalent to approximately 12 minute and 25-minute walk times respectively.

3.3.5 The main walking routes and local amenities in the vicinity of the proposed development are shown on **Figure 4**, together with indicative walking catchments of 400m, 1km and 2km from the approximate centre of the site. These distances are generally acknowledged to be equivalent to typical walking times of 5 minutes, 12 minutes and 25 minutes respectively. Facilities lying within these distances offer the greatest scope to attract trips on foot.

3.3.6 The isochrones shown on Figure 4 take into account existing roads and established local footpath links/Public Rights of Way (PRoW) within the surrounding area.

3.3.7 It can be seen that the nearest local bus stops on Eakring Road and Mickledale Road can be reached within the recommended 400m walking distance.

3.3.8 A range of local facilities and amenities can be accessed within a walking distance of 1km or less of the site centre. These include schools, shops, employment sites and recreation facilities as follows:

- Bilsthorpe Surgery
- Convenience Store, The Crescent
- Fast Food Outlets, The Crescent
- Bilsthorpe Flying High Academy
- Post Office
- Knights Bilsthorpe Pharmacy
- Miners Welfare Social Club
- Hairdressers, The Crescent
- Bilsthorpe Library

3.3.9 In addition, the following local facilities (not an exhaustive list) can be reached within a walk of between 1km and approximately 2km (up to 25 minutes) from the site:

- Premier Convenience Store, Kirklington Road
- Fast Food Outlet, Kirklington Road
- Butchers/Bakers, Kirklington Road
- Hairdressers
- The Limes Café, A614

3.3.10 The site therefore lies within a comfortable walking distance of local schools, shops and employment opportunities, in accordance with the recommended maximum walking distances as advised in the CIHT guidance.

3.3.11 The proposed convenience store, to be built adjacent to the site, will further widen the choice of retail opportunities for existing and future development residents. This store would be within less than 400m of all parts of the residential development site.

3.3.12 The proposed development access scheme would provide a new footway to connect the site with the existing footways on Eakring Road to the south and opposite the site. The scheme would include opportunities to cross Eakring Road at dropped-kerb crossing points. Traffic flows and speeds along Eakring Road are relatively modest, as demonstrated in Section 3, and visibility is generous. It is therefore considered that crossing movements could be undertaken without undue difficulty and in reasonable safety.

3.3.13 A comprehensive network of footways and paths permeates the surrounding residential area and provides suitable links to both local amenities and adjacent employment areas, as shown on **Figure 4**.

3.3.14 Having regard to the above, it is considered that the site would be well connected to the existing pedestrian network. A range of local facilities and amenities is available within reasonable walking distances of the site and there is significant potential for a proportion of development trips to be made on-foot, without the need to use a private car. This would be further strengthened on completion of the proposed retail unit at the southern end of the site.

3.4 Cycling

3.4.1 The previous PPG13 guidance provided advice on cycling journey lengths. Although PPG13 has since been superseded, it is still commonly accepted that cycling offers strong potential to replace car-based trips for those journeys under 5km, or those made as part of a multi-modal trip that includes cycling and public transport (especially rail). A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes.

3.4.2 The area benefits from a relatively flat surrounding topography, and is generally conducive to cycling. A 5km cycling radius (equivalent to a cycling time of 15 to 20 minutes) is shown on **Figure 5**.

3.4.3 Significant destinations within the 5km cycle catchment include:

- Bilsthorpe
- Eakring Village
- Farnsfield
- Center Parcs (employment and leisure)

3.4.4 Rainworth lies just beyond the 5km distance, but is still comfortably accessible by cycle. Mansfield town centre lies 12.5km from the site, which would be within cycling distance for more confident cyclists. The Mansfield urban area provides extensive employment, recreation, health, transport and shopping facilities.

3.4.5 National Cycle Network (NCN) Route 645 passes directly adjacent to the site frontage along Eakring Road. It has both on and off-road sections and connects NCN Route 6 to the west with Farnsfield to the east. Further local cycle routes are shown on an extract from the NCC interactive cycle network map, included in **Appendix B**.

3.4.6 Having regard to the above it is considered that there are opportunities for some trips generated by the proposed development to be made by cycle.

3.5 Bus Services

3.5.1 The centre of the site is located within approximately 200m of the nearest bus stop, which is on Eakring Road. Alternatively, buses can be accessed from bus stops located on Mickledale Lane, within 400m of the site.

3.5.2 The existing bus stops on Eakring Road are marked with a flag and pole with timetable information provided. These stops are served by the 27x/28b bus route, which connects Mansfield with Eakring and provides a 60-minute frequency service between Bilsthorpe and Mansfield during the main travel demand periods.

3.5.3 Alternative bus stops on Mickledale Lane also can be reached within 400m from the site. These stops are served by the same routes as the Eakring Road stops as well as the "Sherwood Arrow", which connects New Ollerton with Worksop and Nottingham, providing access to additional employment opportunities.

3.5.4 The bus routes and nearest stops are shown on **Figure 6**. A summary of the local bus services is provided in **Table 3.1**. Bus times were correct at the date of this report and timetable information can be made available upon request.



Table 3.1: Summary of Local Bus Services

Route No.	Service Provider	Route	Nearest Stops	Service Frequency (minutes)		
				Mon - Fri	Sat	Sun
27x/28b	Stagecoach	Mansfield – Rainworth – Bilsthorpe - Eakring	Eakring Road	60	60	NO SERVICE
Sherwood Arrow	Stagecoach	Worksop – New Ollerton – Sherwood Forest – Bilsthorpe – Farnsfield – Redhill – Daybrook – Nottingham Victoria	Mickledale Road	120	120	<u>Limited Service</u> 4 per day

- 3.5.5 It can be seen that the development would have convenient access to a regular bus service providing access to Mansfield. At the closest stop on Eakring Road, a service frequency of 1 bus per hour is available in each direction of travel.
- 3.5.6 The Sherwood Arrow also provides a two-hourly service to New Ollerton, Worksop and Nottingham and can be accessed from Mickledale Road, within a 400m walking distance from the centre of the site.
- 3.5.7 Connecting bus services are available at Mansfield, Worksop and Nottingham, which can be reached using the services listed above.
- 3.5.8 Therefore, it is considered that the proposed development would be well-served by existing bus services to the local and wider urban areas. These services would provide a viable option for local travel and for access to employment and amenities in Mansfield, Worksop and Nottingham.

3.6 Rail Services

- 3.6.1 The closest station to the site is Mansfield Station, on the Robin Hood Line and is operated by East Midlands Railway. The station is located approximately 12.8km from the centre of the site, equivalent to a cycle time of approximately 40 minutes.
- 3.6.2 The station is open 24 hours per day, has storage for 3 cycles and 103 car parking spaces. Additional facilities include a ticket office, ticket machines, customer help points, payphones, toilets, seating and step-free access to trains and platforms.
- 3.6.3 The bus station at Mansfield is located adjacent to the railway station, allowing for multi modal travel between the site and the wider Nottinghamshire area and can be reached using the 27x/28b bus service described above.
- 3.6.4 Rail-served destinations from Mansfield railway station include Worksop, Mansfield Woodhouse, Kirkby in Ashfield and Nottingham, with trains running every 30 minutes during daytimes and every 60 minutes during the evenings. Journeys to Worksop and Nottingham each take around 35 minutes.
- 3.6.5 Access to the railway network is therefore good and as a result, rail services would be a realistic travel option for longer distance trips between the site and major urban areas beyond, particularly Nottingham.

4.0 PROPOSED DEVELOPMENT

4.1 Scheme Content

4.1.1 The proposed development comprises 103 dwellings providing between 2 and 4 bedrooms. A proportion of these would be affordable homes. The scheme also includes ancillary infrastructure, landscaping and public open space. The proposed development layout plan is provided in **Appendix A**.

4.1.2 At the south-eastern end of the site, a small convenience retail store would be provided. Whilst this facility forms part of the outline planning consent at the site, it does not form part of the residential scheme for which detailed planning permission is now sought. It will be subject to a separate detailed/reserved matters planning application. Once complete, it will provide a convenient facility for residents of the proposed development, within a comfortable walking distance.

4.2 Vehicle Access Strategy

4.2.1 In accordance with the outline planning consent, the entire development site will be served from a new simple priority junction with Eakring Road, approximately 50m north of the existing Mickledale Lane junction.

4.2.2 There would be no direct frontage access to individual plots from Eakring Road, and the entire development would be served from the proposed new junction. The access has therefore been designed to serve both the retail and residential uses.

4.2.3 Drawings showing the proposed access were included in the Transport Assessment (TA) that has been prepared in support of the planning application. These drawings are presented in **Appendix C**.

4.3 Internal Roads

4.3.1 From the proposed access, the development spine road would have 2.0m wide footways to either side. Dwellings would be reached from a network of cul-de-sac roads, extending from the main spine road and also having footways of a similar standard on each side.

4.3.2 The spine road would also provide access to the food retail store, approximately 35m east of the junction with Eakring Road. The indicative retail scheme layout is included on the plan in **Appendix A**. However, further details will be provided separately as part of the retail scheme detailed planning application.

4.3.3 Other roads within the site would serve dwellings through direct frontage access or via private drives leading from them. The internal roads would be designed in accordance with the *Manual for Streets* design guidance, such that the proposed layout would seek to limit vehicle speeds to 20mph.

4.4 Access for Non-Motorised Modes

4.4.1 Condition 21 of the outline planning consent requires that no part of the development is brought into use until a scheme to provide a footways on the eastern side of Eakring Road from Mickledale Lane to the NCN cycle route has been approved.

4.4.2 A proposed new 2.0m wide footway along Eakring Road to the north and south of the site access would connect the development with the existing bus stops and the existing footway network at the junction with Mickledale Lane to the south of the site. It would also include a crossing point to enable pedestrians to reach the opposite footway and the NCN to the north, as required by the outline consent.

4.4.3 The internal layout of the development would be designed to create a safe and low-speed environment that gives priority to pedestrians and encourages walking. Footways would be provided adjacent to all internal roads.

4.5 Mobility-Impaired Users

4.5.1 The detailed design of both the development and associated infrastructure would be undertaken in accordance with the requirements of relevant disability discrimination legislation and current good practice.

4.6 Vehicle Parking

4.6.1 The NPPF requires local authorities to set car parking standards for new development, taking into account:

- The development's accessibility.
- Development type and mix.
- Availability of/opportunity to provide public transport.
- Local car ownership levels.
- Overall need to reduce the use of high-emission vehicles.

4.6.2 Car parking provision at the development is to be provided at a general rate of 2 spaces per dwelling, in line with typical NCC requirements. However, it is noted that the current Nottinghamshire Highway Design Guide, Section DG17, states that:

"You should not consider vehicle, motor cycle or cycle parking provision in isolation from travel plans. The level and design of on-site parking and any proposed travel plan measures should reflect and complement each other."

4.6.3 The parking requirements will be agreed with NCC in the light of this RTP.

4.6.4 Where garages are provided, they have minimum internal dimensions sufficient to allow them to be used as a parking space.

4.7 Cycle Parking

4.7.1 The current Nottinghamshire Highway Design Guide, Table DG14, provides guidance for the minimum parking provision for cycles. For residential dwellings the guidance states:

"For developments with common facilities, such as flats, one cycle space is required for every five dwellings. Parking to be under cover and secure. Where spaces are allocated, there should be one space for each dwelling."



-
- 4.7.2 Cycle parking for dwelling houses would be provided within garages (where available) or within the curtilage of each dwelling.

5.0 BASE-LINE TRAVEL INFORMATION

5.1 Vehicle Trip Generation

- 5.1.1 The approved Transport Assessment (TA) that supported the development scheme includes detailed forecasts of peak hour vehicle trips that would be generated by the proposed development. The trip rates that were used to generate these forecast are shown in **Table 5.1**.

Table 5.1: Residential Trip Rates (Vehicle Trips per Dwelling)

Time	Arrivals	Departures	TOTAL
AM (08:00-09:00)	0.126	0.429	0.555
PM (17:00-18:00)	0.394	0.220	0.614

- 5.1.2 The above trip rates were to a development of 103 dwellings and the resulting site traffic generation forecasts are presented in **Table 5.2**.

Table 5.2: Residential Development Traffic Generation (Vehicles)

Time Period	Arrivals	Departures	TOTAL*
AM (08:00-09:00)	13	44	57
PM (17:00-18:00)	41	23	63

**Figures may not sum exactly due to rounding of decimal places.*

- 5.1.3 These forecasts have been taken forward for use in the assessment of multi-modal trip generation presented in Section 5.2 below.

5.2 Modal Split

- 5.2.1 The modal split of development trips has been assessed by reference to the 2011 Method of Travel-to-Work census data (QS701EW) for the Newark and Sherwood 005 MSOA. The wider Newark and Sherwood district area has also been considered for comparison purposes.
- 5.2.2 A summary of the resulting modal splits is presented in **Table 5.3**.

Table 5.3: Modal Split Summary (2011 Census)

From National Census 2011, Neighbourhood Statistics		PERSONS BY CATEGORY	MODAL SPLIT (% of trips made)	PERSONS BY CATEGORY	MODAL SPLIT AT (% of trips made)
CAT	Group	Newark and Sherwood 005 Super Output Area Middle Layer		Newark and Sherwood Local District	
1	All Usual Residents Aged 16 to 74	6467	-	84145	-
1	Work Mainly at or From Home	344	-	3401	-
2	Underground, Metro, LRT, Tram	5	0.13%	77	0.15%
3	Train	35	0.93%	868	1.70%
4	Bus, Minibus or Coach	85	2.25%	1406	2.75%
5	Taxi	3	0.08%	95	0.19%
6	Motorcycle, Scooter or Moped	20	0.53%	384	0.75%
7	Driving a Car or Van	3041	80.53%	36809	71.96%
8	Passenger in a Car or Van	196	5.19%	3010	5.88%
9	Bicycle	58	1.54%	2152	4.21%
10	On Foot	304	8.05%	6036	11.80%
11	Other Method of Travel to Work	29	0.77%	317	0.62%
12	Not in Employment	2347	-	29590	-
	Total	6467		84145	
	Total Travelling (i.e. - exc. cat 1 and 12)	3776	100%	51154	100%

- 5.2.3 It can be seen that the local MSOA has a modal share of car drivers that is higher than the wider Newark and Sherwood district. The car passenger and bus passenger modes have a similar share to the wider district but the modal shares of cycling and walking are lower than the wider district. This is to be expected given the site's small village location.
- 5.2.4 However, the results overall show that the local MSOA has a good level of sustainable travel mode use. Together, the bus, rail, light rail/tram, walk car share, and cycle modes account for approximately 18% of all trips. This suggests that there is potential for a significant proportion of development trips to be accommodated on sustainable travel modes, subject to satisfactory connections with the sustainable travel network as is proposed.
- 5.2.5 Applying the Newark and Sherwood 005 MSOA modal split percentages in Table 5.3 to the vehicle trip generation forecasts for the development from Table 5.2 provides an estimate of base-line person trips generated by the proposed development. It is assumed that the total number of two-way vehicles forecast in Table 5.2 are "Car Driver" trips. The resulting forecast base-line modal split of development trips is presented in **Table 5.4**.

Table 5.4: Base-Line Development Person Trips by Mode

CAT	Mode	2-Way Person Trips*	
		AM	PM
2	Underground, Metro, LRT	0	0
3	Train	1	1
4	Bus	2	2
5	Taxi	0	0
6	Motorcycle	0	0
7	Car Driver	57	63
9	Car Passenger	4	4
9	Bicycle	1	1
10	Walk	6	6
11	Other	1	1
TOTAL		71	78

**Column totals may not sum exactly due to rounding of decimal places.*

- 5.2.6 This base-line modal split has been used as a basis for setting RTP objectives and targets (Section 6) pending completion of initial resident travel surveys.

5.3 Proposed Travel Surveys

- 5.3.1 The base-line information presented above will be updated by means of a resident travel survey to be undertaken at each household within 3 months of its first occupation.
- 5.3.2 Once the development has reached 30% occupancy, a Preliminary Monitoring Report will be produced, with a revised set of revised targets, and will be forwarded to the Travel Plan Officer at NCC.
- 5.3.3 The survey will be undertaken by the Travel Plan Coordinator (see Section 7). The full cost of the survey, including questionnaire design, distribution and analysis, will be met by the developer. Further details of this and subsequent annual monitoring surveys are provided in Section 9.

6.0 TRAVEL PLAN OBJECTIVES AND TARGETS

6.1 Core Objectives

6.1.1 The purpose of this RTP is to influence the travel behaviour of residents at the development in order to maximise and support their use of sustainable and active travel modes (public transport, walking and cycling), thus reducing car-based Single Occupancy Vehicle (SOV) trips. It also aims to support social inclusion and improve health.

6.1.2 The RTP forms an important element of the development access and transport strategy and is under-pinned by modal shift targets that will be monitored in order to assess its effectiveness in addressing the above. The RTP is targeted at all families and households within the development scheme.

6.2 Life of Travel Plan

6.2.1 The RTP (once approved by NCC) has a minimum lifespan of 5-years following the occupation of the first dwelling at the site. This is in accordance with Condition 15 of the outline planning consent.

6.3 Outcome Objectives

6.3.1 National and local guidance on Travel Plans requires that objectives and targets should be **SMART**, that is:

- Specific.
- Measurable.
- Achievable.
- Realistic.
- Time-bound.

6.3.2 Having regard to the purpose of the RTP identified above, the RTP has the following 5 key outcome "**SMART**" objectives:

- OBJECTIVE 1: Bring about a measurable reduction in car-based SOV trips generated by the development.
- OBJECTIVE 2: Raise awareness of travel options to local destinations and promote sustainable travel choices.
- OBJECTIVE 3: Ensure that the "hard" infrastructure measures required to facilitate sustainable travel are implemented in a timely manner.

OBJECTIVE 4: Provide "smarter choices" measures and incentives to encourage and support the use of sustainable travel modes.

- OBJECTIVE 5: Identify other barriers to sustainable travel and address them where possible.

6.3.3 These key objectives are to be delivered over the life of the RTP, as defined above. The achievement of objectives will be measured by reference to the specific targets set out below.



6.4 Modal Shift Targets

6.4.1 DfT guidance recommends that Travel Plans should include challenging targets for modal shift in favour of sustainable travel modes. These must be balanced against the ability of a development to support incentive measures and the need to ensure that the requirements placed on a developer are fair and reasonable in relation to the scale of the development’s impact.

6.4.2 The DfT document “*Smarter Choices: Changing the Way we Travel*” (2005) studies the evidence of the effectiveness of “soft measures” in reducing car-based travel and concludes that such measures, even if implemented in a “low intensity” scenario, can be effective in reducing congestion and offer good value for money relative to other transport interventions. The document strongly supports the case for travel plans, stating that:

“An intensive smarter choices programme over 10 years could cut urban peak-hour traffic by 21% and off-peak traffic by 13%. Nationally, traffic volumes could fall by 11%.”

6.4.3 The DfT document “*Making Residential Travel Plans Work*” contains specific advice on the effectiveness of residential travel plans as follows:

“Residential travel plans are likely to achieve the greatest impacts in relation to larger residential developments i.e. over 100 dwellings), though smaller schemes may offer scope where benefits address local issues, complement other developments and/or cumulatively work to change travel patterns. In the first instance attention should be paid to those developments likely to generate substantial traffic flows if there were no travel plan and/or where there are congestion or accessibility difficulties.”

6.4.4 The proposed development will contain a maximum of 103 dwellings. The TA concluded that the development would not give rise to any severe impacts on the adjacent highway network.

6.4.5 Against this background, the RTP sets a target for modal shift that is considered deliverable by the scale of development proposed, commensurate with its predicted traffic impact.

6.4.6 The targets proposed in this RTP are substantially the same as proposed in the original Travel Plan that supported the outline planning application. They are as follows:

- Target 1: All residents and potential dwelling occupiers will be fully aware of the RTP prior to occupation or within 2 weeks of occupation.
- Target 2: Over its 5-year life, this RTP seeks to deliver a reduction in single occupancy vehicle (SOV) trips of 10%, compared with the base-line figures identified in Section 5.

6.4.7 The equivalent Target 2 reduction in SOV trips is calculated as follows:

- Table 5.4, shows both the baseline level of car use (“Car Driver” mode) and the base-line level of car passengers in both the AM and PM peak hours. An extract of this information is presented below.

Mode	AM (2-way)	PM (2-way)
Car Drivers (and hence cars)	57	63
Car Passengers	4	4
Total people travelling by car	57	63

- Assuming that each car passenger would be travelling with one of the car drivers, and

each shared car would contain only the car driver plus one passenger, the number of cars with just car drivers (SOV) can be calculated as follows:

- AM: 57 cars - 4 cars with a single passenger = **53** SOV trips
- PM: 63 cars - 4 cars with passenger = **59** SOV trips.
- Therefore the maximum base-line number of SOV trips is **59**.

- A 10% reduction in this figure would equate to 5.9 trips (say 6 trips).

6.4.8 Therefore, Target 2 at the end of the RTP period is: $59 - 6 =$ **53 SOV trips**.

6.4.9 Having regard to the sustainable location of the site it is considered that targets should initially be focused on ensuring the site achieves a level of SOV trips no greater than the base-line level for the MSOA as a whole. Assuming this is achieved, it is anticipated that SOV trips would be reduced by approximately 2.5% per annum over the 5-year life of the RTP.

6.4.10 The base-line modal share, number of SOV trips and hence the target number of SOV trips are provisional and will be reviewed following completion of the first travel survey.

6.4.11 Travel Plan Targets will need to reflect the contextual aspects of the development and should be "aim" related or "action" targets which can be measured. Based on the modal share for the MSOA, it is considered that the most likely increase in the share of sustainable travel modes might be achieved through walking and cycling and possibly bus travel and car sharing. These secondary targets would be measured in relation to the possible increase in sustainable travel modes. For this site, such targets include:

- Numbers walking to work.
- Numbers cycling to work.
- Numbers using the bus to travel to work.
- Number of car share members identified. These could be residents using formal car share organisations or those using personal/informal arrangements.

6.4.12 However, until the modal travel patterns of the residents has been first established through the travel surveys, the secondary targets are considered indicative and will be subject to discussion and agreement with NCC.

6.4.13 **Table 6.1** summarises the phased target reductions in SOV trips over the life of the RTP, and other targets that are set relative to the 4 key objectives.

Table 6.1: Summary of RTP Targets

Objective	Key Target or Indicator	RTP Year				
		1	2	3	4	5
1: Reduce SOV trips	Reduction in SOV trips from base-line (Target 2)	0%	2.5%	5%	7.5%	10%
2: Promote sustainable travel modes	Travel Guide issued to all residents (Target 1)	✓	✓	✓	✓	✓
3: Provide hard infrastructure measures	Checklist in Monitoring Report	✓				
4: Provide Smarter choices measures	Annual survey to identify take-up of and feed-back on measures	✓	✓	✓	✓	✓
5: Address barriers to sustainable travel	Appropriate safe, well-lit access points to development. Provide secure and sheltered cycle storage.	✓				

6.4.14 Monitoring of progress towards the two key targets would be undertaken annually over the 5-year life of the RTP. This regular monitoring will provide an indicator of the success of the RTP measures in influencing travel behaviour and will help to determine whether resources are being effectively deployed.

7.0 TRAVEL PLAN DELIVERY

7.1 General

7.1.1 This section of the RTP sets out a range of proposed measures to promote sustainable travel behaviour and thus deliver the objectives and targets set out in Section 6. It also describes the mechanisms by which the RTP will be managed and administered.

7.1.2 To ensure that the RTP is flexible to evolving needs, the list of measures will be reviewed annually as part of the Monitoring and Review process (Section 9). This regular monitoring will ensure that Travel Plan resources are targeted at the most effective initiatives. The RTP will be reviewed annually, taking into account the travel survey data. Targets will be revised if necessary to ensure that they remain reasonable and that measures are deliverable and appropriate.

7.2 Travel Plan Coordination

7.2.1 Responsibility for delivery of the RTP ultimately rests with the developer (Keepmoat). However, the day-to-day management and administration of the RTP, including marketing, delivery of measures and annual monitoring, will be the responsibility of a Travel Plan Coordinator (TPC). The TPC role will be funded and maintained for a period of 5 years following first occupation of the development.

7.2.2 The nominated TPC contact is as follows:

{Name of TPC to be confirmed}

Keepmoat East Midlands
Unit D1
Orchard Place
Nottingham Business Park
Nottingham
NG8 6PX

7.2.3 To maximise the RTP's effectiveness, it shall be marketed and promoted to all prospective residents at the earliest stages of the development's life. Accordingly, the TPC will be supported by the on-site sales and marketing team, who will provide information and literature on the RTP to prospective residents when first visit the site.

7.2.4 The TPC's duties include the following:

- Preparation of all marketing information for prospective residents, including "Travel Guide", for distribution by the on-site sales team.
- Ensuring that marketing of the RTP to all prospective residents is undertaken at the stage where they make preliminary pre-sales enquiries and when they visit the site to view a property.
- Maintaining appropriate records to demonstrate that the above marketing is taking place.
- Liaison with local bus operators, NCC and other key stakeholders as appropriate to further the objectives of the RTP.
- Commissioning/implementation of travel surveys and provision of annual monitoring and review reports to NCC.



- 7.2.5 At all times, the TPC shall be the single point of contact for NCC, NSDC, the development’s residents and other outside agencies such as the local bus operators. Any changes to the nominated TPC contact shall be notified to NCC and NSDC in advance.
- 7.2.6 The TPC role shall be maintained from the pre-occupation stages of the scheme and throughout the life of the RTP to ensure sufficient time for RTP measures to be implemented and for sustainable travel behaviour to become established.

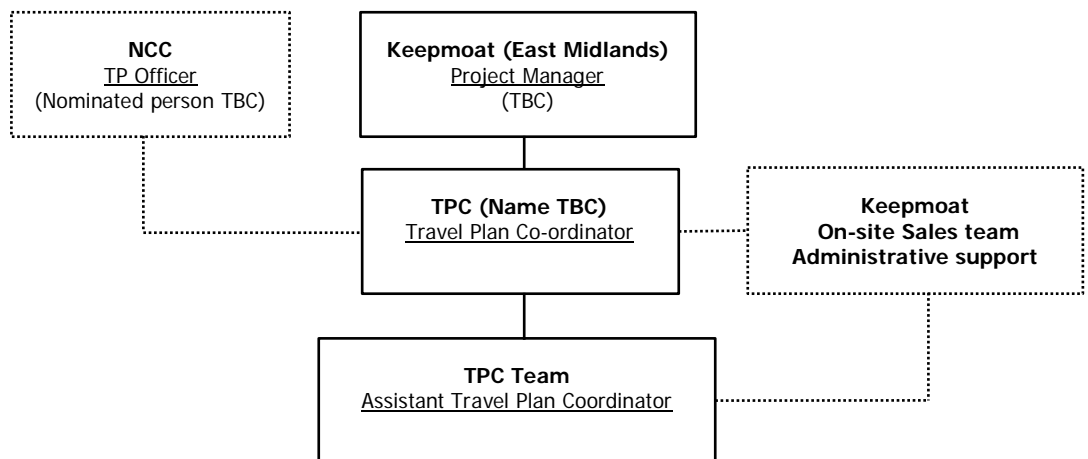
7.3 Management Strategy

7.3.1 The proposed management hierarchy plan for this RTP is summarised below. The key roles identified in this structure are as follows:

- The owner (Keepmoat) would be responsible for ensuring that the RTP is funded and that arrangements for its continued delivery are maintained throughout its life.
- The TPC/owner is responsible for ensuring that RTP measures are delivered and for all monitoring and regular reporting to NCC.
- The developer’s on-site sales team would provide support to the TPC by distributing RTP publicity material, such as the Travel Guide (see below), and keeping records of people to whom it has been distributed.
- NCC and NSDC would receive regular monitoring information and oversee the RTP process to ensure that it is delivered in accordance with this document. NCC would also be consulted if additional advice is needed to ensure that targets are met.

Eakring Road Travel Plan

Proposed RTP Management Hierarchy



7.4 Marketing and Promotion

- 7.4.1 The TPC will prepare a "Travel Guide" for distribution to all prospective residents at the point of preliminary sales enquiry or when viewing a property. It shall include the following information:
- A statement of the objectives and benefits of the RTP.
 - Contact details for the TPC.
 - Map of safe walking routes, walking to school, nearest local amenities (schools, health care facilities, food retail outlets, etc.) and general walking times.
 - Information to encourage cycling including: details of cycle shops in the area, key local cycle routes, cycle training schemes, health benefits, discount/incentive measures available through the RTP, etc.
 - A summary of information on available bus routes and timetables, nearest bus stops, fare schemes and tickets, details of where to find bus timetable information.
 - A summary of information on available rail and metro routes and timings, nearest railway and Metro stations, fare schemes and tickets.
 - Promotion of local car sharing schemes (see below)
 - Promotion of working from home and home shopping.
- 7.4.2 The TPC will discuss and agree the format and content of the Travel Guide with the designated sustainable travel officer within NCC prior to publication.
- 7.4.3 Residents will be kept informed of Travel Planning activities and news via updates to the Travel Guide, occasional newsletter/leaflet or on-line content provided by Keepmoat. The objective of this information is to keep residents engaged with the Travel Planning process over the life of the RTP.

8.0 TRAVEL PLAN ACTIONS

8.1 Overview

8.1.1 This section of the RTP identifies the package of proposed measures to achieve the target shift away from SOV trips and correspondingly increase the modal share of walking, cycling, public transport and car share travel modes.

8.2 Infrastructure Measures

8.2.1 To encourage walking both within the development and in the wider area the following on-site and off-site infrastructure will be provided.

1. The detailed design of the site shall be optimised to create a pedestrian and cycle-friendly layout, in which perceived ownership of street space is by these modes as opposed to private cars.
2. All streets within the scheme are to be attractively designed and well-lit with attractive surfaces and well defined/located crossing points. The network is designed to give priority to pedestrian and cyclists, whilst also creating accessible links and connections to public transport facilities.
3. New pedestrian infrastructure, including proposed new footways on Eakring Road, will be provided in accordance with the approved TA.

8.3 Promotion of Walking

8.3.1 The Travel Guide will be used to promote the health benefits of walking as an alternative to using a car, and to provide advice on pedestrian safety, including safe routes to schools and other amenities.

8.3.2 National and local walking initiatives such as “Walk to Work day” or “Walk to School week” shall be promoted via the Travel Guide.

8.3.3 Through the annual travel surveys, the TPC will also seek to understand residents' views and concerns in order to identify initiatives that would encourage more people to walk, including parents and/or children to walking to local schools.

8.4 Promotion of Cycling

8.4.1 The Travel Guide will also be used to promote the health benefits of cycling as an alternative to using a car, and to provide advice on road safety, cycle training and local safe cycle routes.

8.4.2 The national “Cycle to Work” scheme and “Bike or Scoot to School” will also be publicised through the Travel Guide.

8.4.3 The TPC will liaise with NCC and will seek to promote local authority-sponsored cycling safety and training schemes amongst residents, particularly young people.

8.5 Measures to Promote Public Transport

8.5.1 The site developer will provide details of all available public transport services, including bus frequencies and routes and connecting rail services at Mansfield railway station within the Travel Guide. Details of where to find up to date information on bus and rail services will also be included.

8.6 Measures to Promote Car Sharing

8.6.1 The TPC will use the Travel Guide to promote the existing "Liftshare" scheme and other web-based car sharing resources such as:

- <http://carshare.liftshare.com>
- www.carshareforum.co.uk
- www.shareacar.com
- <https://como.org.uk>

8.6.2 The Enterprise Car Club scheme that currently operates in Nottingham will also be promoted as a means of encouraging travel to destinations within Greater Nottingham by a combination of public transport and Car club vehicle. This could potentially reduce longer-distance car travel, and would have significant benefits for those journeys undertaken during the peak hours.

8.7 Measures to Reduce Travel

8.7.1 Keepmoat will liaise with a pre-determined telecoms provider and will endeavour to ensure that every dwelling is equipped to enable occupiers to arrange a connection to broadband and internet services. This will encourage home working, shopping and entertainment and thereby reduce the need to travel for such purposes.

8.8 Provisional Delivery Programme

8.8.1 **Table 8.1** provides a provisional delivery time-frame for the measures identified above. The programme will be reviewed at regular intervals throughout the implementation of the RTP.

8.8.2 A more detailed **Action Plan**, which summarises the measures, actions, timescales and responsibilities is provided in **Appendix D**.



Table 8.1: Provisional Delivery Programme for RTP Measures

Measure	Timescale for Delivery
Appoint Residential Travel Plan Coordinator	Prior to first occupation. Post maintained for 5 year life of RTP.
Marketing and promotion	Travel Guide to be agreed with NCC and published prior to first occupation. To be distributed to all residents no later than on completion of purchase.
On-Site infrastructure	All elements to be in place prior to first occupation.
Measures to encourage walking	To be promoted via Travel Guide and other media throughout life of RTP.
Measures to encourage cycling	To be promoted via Travel Guide and other media throughout life of RTP.
Measures to encourage travel by public transport	To be promoted via Travel Guide and other media throughout life of RTP.
Measures to encourage Car Sharing	To be promoted via Travel Guide and other media throughout life of RTP.
Reducing travel demand	One broadband connection point to be provided in every dwelling prior to occupation.

9.0 MONITORING AND REVIEW

9.1 Monitoring

- 9.1.1 The main mechanism for monitoring the progress of the RTP will be an annual travel survey, in the form of a travel questionnaire that will be distributed to all residents. The survey will seek to identify the travel behaviour of a representative sample of residents. An example Travel Survey is included in **Appendix E**.
- 9.1.2 In addition to the questionnaire survey, a periodic traffic count will be undertaken periodically at the site accesses to validate the number of SOVs entering/leaving the site during the peak hours and thus assess compliance with the RTP targets set out in Section 6.
- 9.1.3 At this stage, it is anticipated that the developer will be responsible for all RTP monitoring. The travel surveys would be implemented on behalf of the developer by a suitable transport consultant.
- 9.1.4 It is anticipated that residents would be invited to take part in the questionnaire survey by letter to be distributed to all households. The survey would be returned to the TPC at the postal address supplied. An incentive will be offered to residents to encourage participation. This could be entry into a prize draw to win a high street shopping voucher. Other incentives could be investigated and agreed with NCC.
- 9.1.5 The results of the questionnaire surveys will be aggregated in order to identify the modal split of development trips. Annual surveys will identify whether modal splits are changing in response to RTP measures or other factors.
- 9.1.6 The results of the first questionnaire set of surveys will be compared with the provisional base-line modal splits identified in Section 5. They will be reviewed and reported to NCC, as described below, together with any recommended target revisions.
- 9.1.7 The first travel surveys shall be compiled and reported when 30% of the dwellings having been occupied. The results will be reported to NCC within 3 months of the survey being undertaken. Any departure from this programme will be agreed in advance with NCC.
- 9.1.8 Travel surveys will then be undertaken annually (at the same time of year) for a period of 5 years following the first survey, avoiding holiday periods, as detailed in **Table 9.1** below.

Table 9.1: Proposed Survey Programme

Year	Timing	Questionnaire Survey	Traffic Count
Base-line	30% occupation	Yes	Yes
1	1 year later	Yes	Yes
2	1 year later	Yes	No
3	1 year later	Yes	Yes
4	1 year later	Yes	No
5	1 year later	Yes	Yes

9.2 Monitoring Reports

9.2.1 The TPC shall prepare an Annual Monitoring Report (AMR) for submission to NCC, which will be structured as follows:

1. Introduction and Context of Travel Plan

- Site address.
- Date of first occupation.
- Date of report and number of dwellings occupied.
- The proposed RTP targets.

2. Specific measures from Travel Plan

- Details of what RTP measures have been implemented and how (in terms of infrastructure and promotion of each travel mode) over the past 12 months.
- Evidence of how each measure has been implemented.

3. Results of surveys

- Travel survey results and an assessment of performance against the targets/indicators defined in the RTP (current travel situation vs. target levels).
- Raw data to be provided in an Appendix.

4. Problems and issues encountered

- Details of any problems encountered in implementing the RTP and any issues that have not yet been resolved or that may require intervention/assistance to resolve.

5. Summary

- Discussion of the effectiveness of the measures implemented with respect to achieving targets and whether targets have been met. If applicable, assessment of likely reasons for targets not being met.

6. Action Plan for next 12 months

- Include any specific outcomes or desired results, listing any measures that might be prioritised and any additional actions/measures to be included.

9.2.2 AMRs shall be provided to NCC's Travel Plan Officer within three months of the relevant travel survey.

9.3 Remedial Measures

9.3.1 Should the agreed targets not be met at any reporting stage within the 5-year life of the RTP, further monitoring and remedial measures will be agreed with TWC and implemented by the site owner or its agent over the following year. Measures might include, for example:

- Personal household visits to explain/promote sustainable travel options.



-
- One-off additional promotions such as bus taster tickets/cycle vouchers.
 - Additional community events (e.g. - Dr Bike, cycle training days, etc.).

9.3.2 Any measures to be added or substituted would be subject to negotiations and discussions between the TPC/Keepmoat, NSDC and NCC.



Figures



KEY:
 PROPOSED RESIDENTIAL DEVELOPMENT
 PROPOSED RETAIL DEVELOPMENT

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CLIENT
KEEPMOAT HOMES

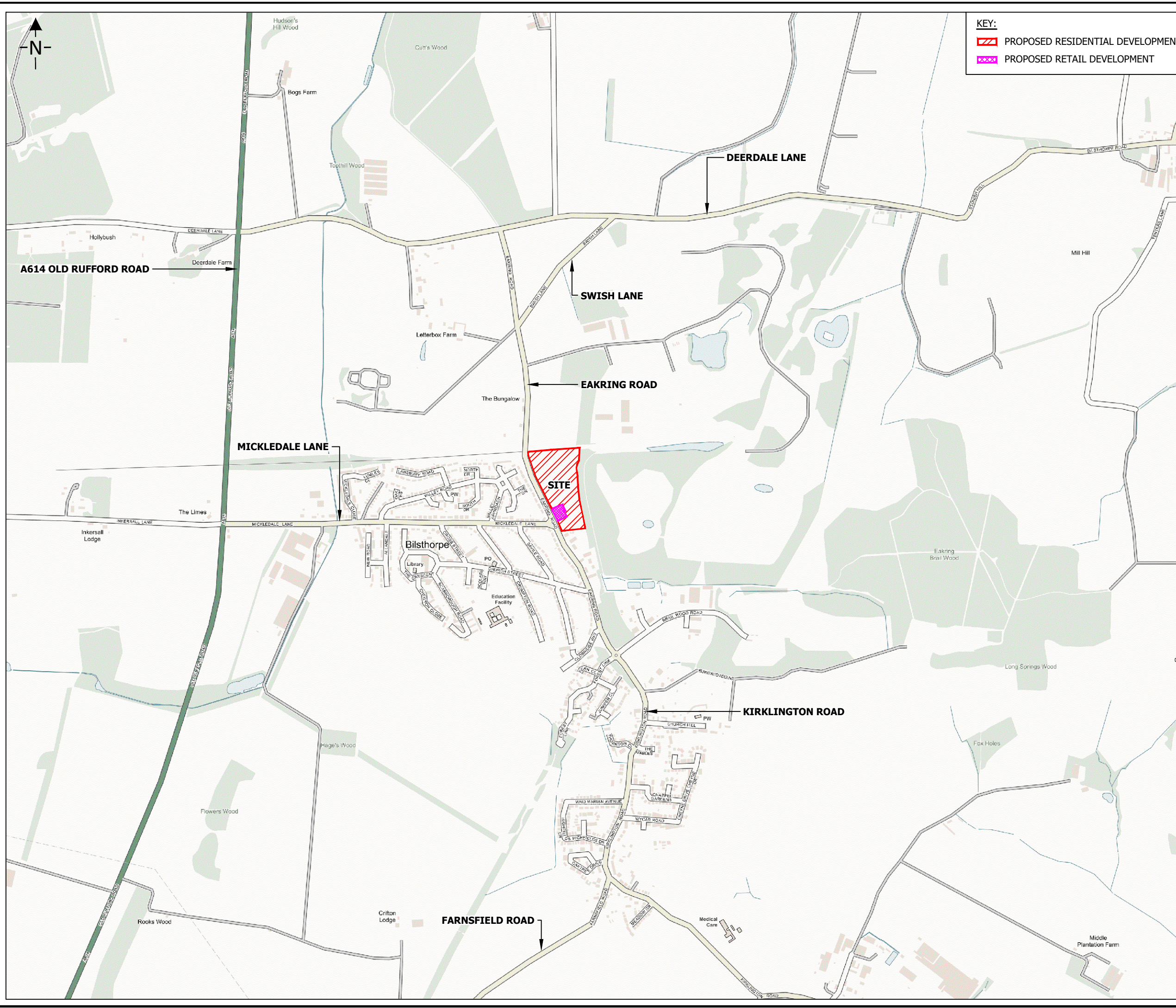
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
SITE LOCATION

DRAWN	AUTHORISED	SCALE	DATE
JS	SM	N.T.S	04.10.19

PROJECT NO.	DRAWING NO.	REV
T19017	FIG 1	-

STATUS
FOR PLANNING



KEY:

- PROPOSED RESIDENTIAL DEVELOPMENT
- PROPOSED RETAIL DEVELOPMENT

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REV	DESCRIPTION	DATE	BY	AUTH



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KEEPMOAT HOMES

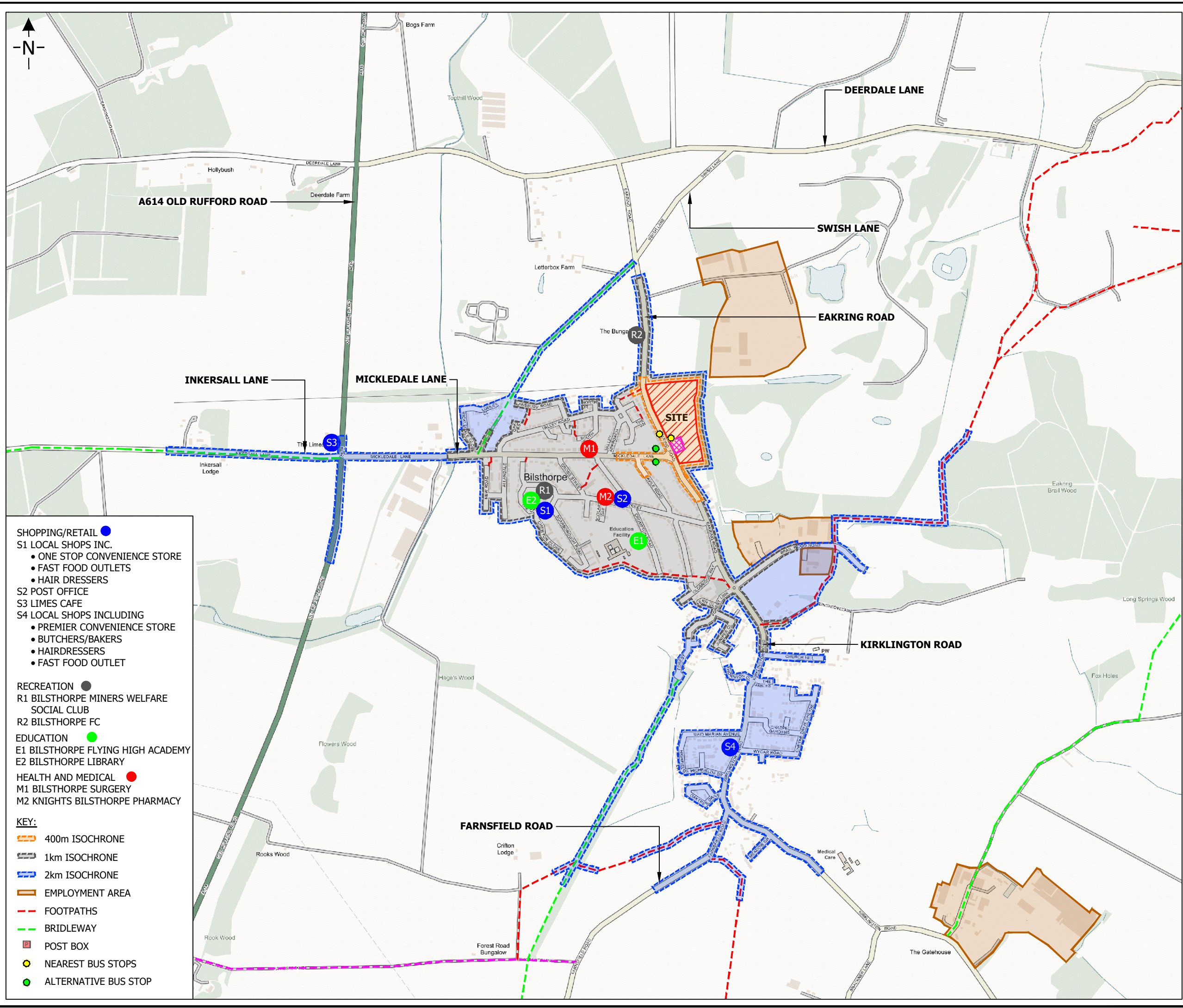
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
LOCAL HIGHWAY NETWORK

DRAWN JS	AUTHORISED SM	SCALE N.T.S	DATE 04.10.19
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PROJECT NO. T19017	DRAWING NO. FIG 2	REV -
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STATUS
FOR PLANNING



- SHOPPING/RETAIL** ●
- S1 LOCAL SHOPS INC.
 - ONE STOP CONVENIENCE STORE
 - FAST FOOD OUTLETS
 - HAIR DRESSERS
 - S2 POST OFFICE
 - S3 LIMES CAFE
 - S4 LOCAL SHOPS INCLUDING
 - PREMIER CONVENIENCE STORE
 - BUTCHERS/BAKERS
 - HAIRDRESSERS
 - FAST FOOD OUTLET
- RECREATION** ●
- R1 BILSTHORPE MINERS WELFARE SOCIAL CLUB
 - R2 BILSTHORPE FC
- EDUCATION** ●
- E1 BILSTHORPE FLYING HIGH ACADEMY
 - E2 BILSTHORPE LIBRARY
- HEALTH AND MEDICAL** ●
- M1 BILSTHORPE SURGERY
 - M2 KNIGHTS BILSTHORPE PHARMACY
- KEY:**
- 400m ISOCHRONE
 - 1km ISOCHRONE
 - 2km ISOCHRONE
 - EMPLOYMENT AREA
 - FOOTPATHS
 - BRIDLEWAY
 - POST BOX
 - NEAREST BUS STOPS
 - ALTERNATIVE BUS STOP

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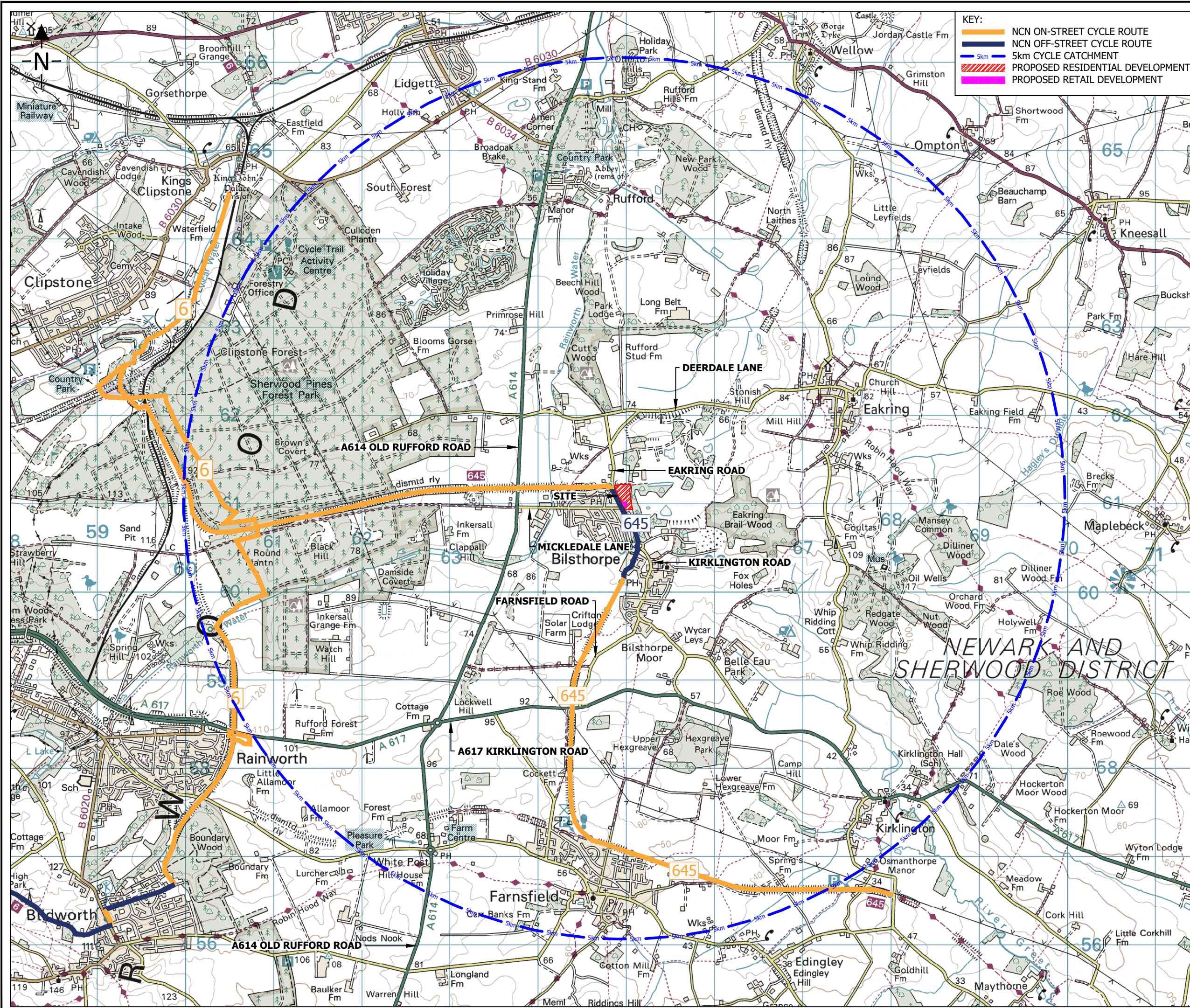
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
PEDESTRIAN ISOCHRONES AND LOCAL FACILITIES

DRAWN JS	AUTHORISED SM	SCALE N.T.S	DATE 04.10.19
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PROJECT NO. T19017	DRAWING NO. FIG 4	REV -
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STATUS
FOR PLANNING



KEY:

- NCN ON-STREET CYCLE ROUTE
- NCN OFF-STREET CYCLE ROUTE
- - - 5km CYCLE CATCHMENT
- ▨ PROPOSED RESIDENTIAL DEVELOPMENT
- ▨ PROPOSED RETAIL DEVELOPMENT

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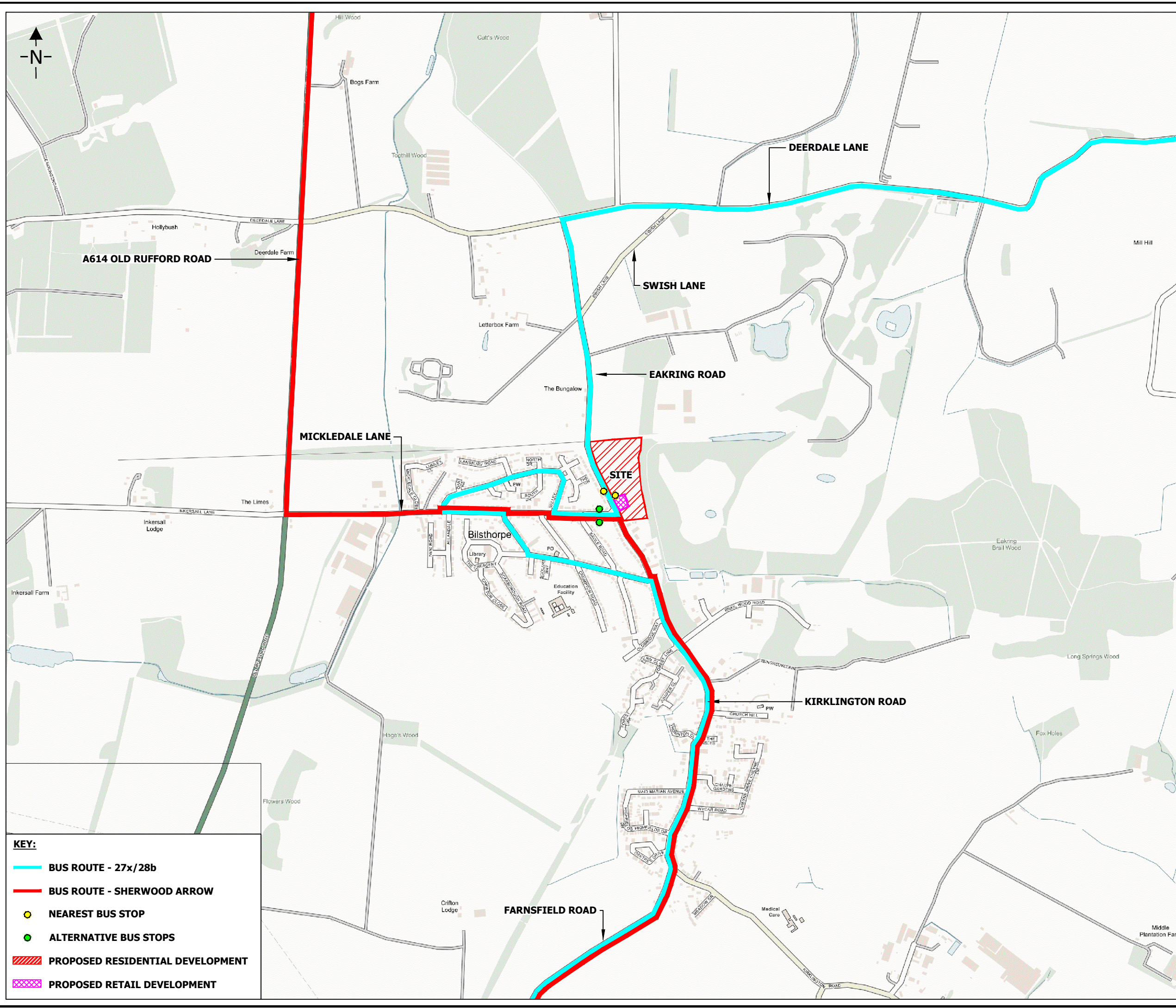
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
CYCLE CATCHMENTS AND ROUTES

DRAWN JS	AUTHORISED SM	SCALE N.T.S	DATE 04.10.19
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PROJECT NO. T19017	DRAWING NO. FIG 5	REV -
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STATUS
FOR PLANNING



- KEY:**
- BUS ROUTE - 27x/28b
 - BUS ROUTE - SHERWOOD ARROW
 - NEAREST BUS STOP
 - ALTERNATIVE BUS STOPS
 - PROPOSED RESIDENTIAL DEVELOPMENT
 - PROPOSED RETAIL DEVELOPMENT

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KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
LOCAL BUS ROUTES

DRAWN JS	AUTHORISED SM	SCALE N.T.S	DATE 04.10.19
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PROJECT NO. T19017	DRAWING NO. FIG 6	REV -
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STATUS
FOR PLANNING



APPENDIX A: Development Plans



ACCOMODATION SCHEDULE

Eaking Road, Bilsthorpe				Rev K
HOUSE TYPE	NUMBER	BEDS	SQ. FOOTAGE	
Danbury	2	3B5P	832	1864
Caddington	19	3B5P	850	16150
Wentworth	8	3B5P	842	6736
Wanwick	3	3B5P	858	2574
Windsor	6	3B5P	869	5214
Stratten	16	3B5P	1061	16976
Stavely	4	3B6P	1031	4124
Rothway	19	4B6P	1028	19532
Eaton	6	4B6P	1279	7674
Burton	10	4B7P	1297	12970
AFFORDABLE				
Halstead - Rented	4	2B4P	651	2604
Halstead - Shared Ownership	6	2B4P	651	3906
TOTALS:	103			100124

Area Gross:	36522	Sq. Metres
Area Gross:	9.02	Acres
Undevelopable Area:	5961.2	Sq. Metres
Area Nett:	30560.8	Sq. Metres
Area Nett:	7.55	Acres
Density:	13.64	Units / Acre
Sq. Footage:	13258.88	Sq Ft / Acre

Comments:

- Issued for comment 01-02-19. Ew
- Rev A - Comments incorporated 06-02-19 Ew
- Rev B - Internal comments incorporated 08-02-19 Ew
- Rev C - Internal comments incorporated 26-02-19 Ew
- Rev D - Revised numbers to 97 15.03.19
- Rev E - Pump stations added, layout adjusted 25.09.19
- Rev F - Official Issue 03.10.19
- Rev H - Layout revised, numbers increase to internal comments.
- Rev J - Buffer to northern boundary added 10.02.20
- Rev K - Pre app comment incorporated 18.02.20

Signed:

Legend.

- Application Boundary - to be verified by Land Registry / Client
- Indicates 1.8m high Close Boarded Fencing
- Indicates 1.8m Brick Screen Wall to match plot
- Pedestrian crossing points where footway ends - Charcoal block paviours
- All private drives to be Tarmac parking spaces to have block paved demarcation strip
- Private drives to adoptable standards - allow for fire attenuation turning
- Affordable dwellings
- Collapsible bollards

L Layout finished off by CPA 15.05.20

K Pre-App comments incorporated 18.02.20

J Landscaping buffer to Northern boundary 10.02.20

H Layout revised, numbers increased to internal comments 14.01.20

G Attenuation pond & pump station adjusted 10.10.19

F Official Issue 02.10.19

E Pump stations incorporated, layout adjusted 25.09.19

D Solutions increased to 97 plots 15.03.19

C Internal comments incorporated 26.02.19

B Internal comments incorporated 06.02.19

A First Issue 06.02.19

Keepmoat Homes

Keepmoat Homes, Nottingham Business Park
Nottingham NG8 6FX
Tel: 0115 8587930 www.keepmoat.com

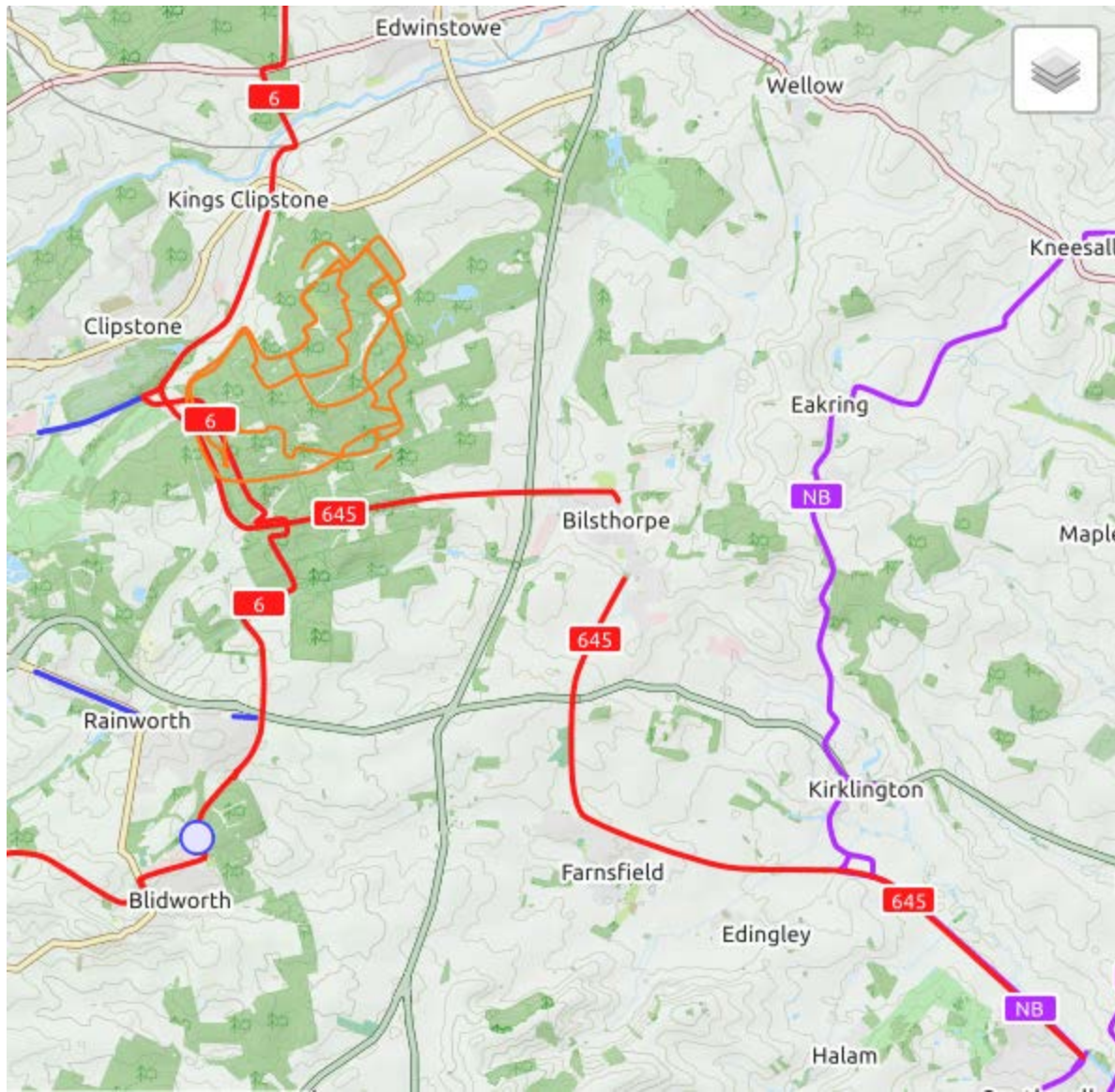
**EAKRING ROAD
BILSTHORPE**

PLANNING LAYOUT

Date:	01/02/2019	Scale:	1:500 @ A1	Drawn:	EW
Drawn Ref:	P-01	Rev:	L		



APPENDIX B: Sustainable Travel Information



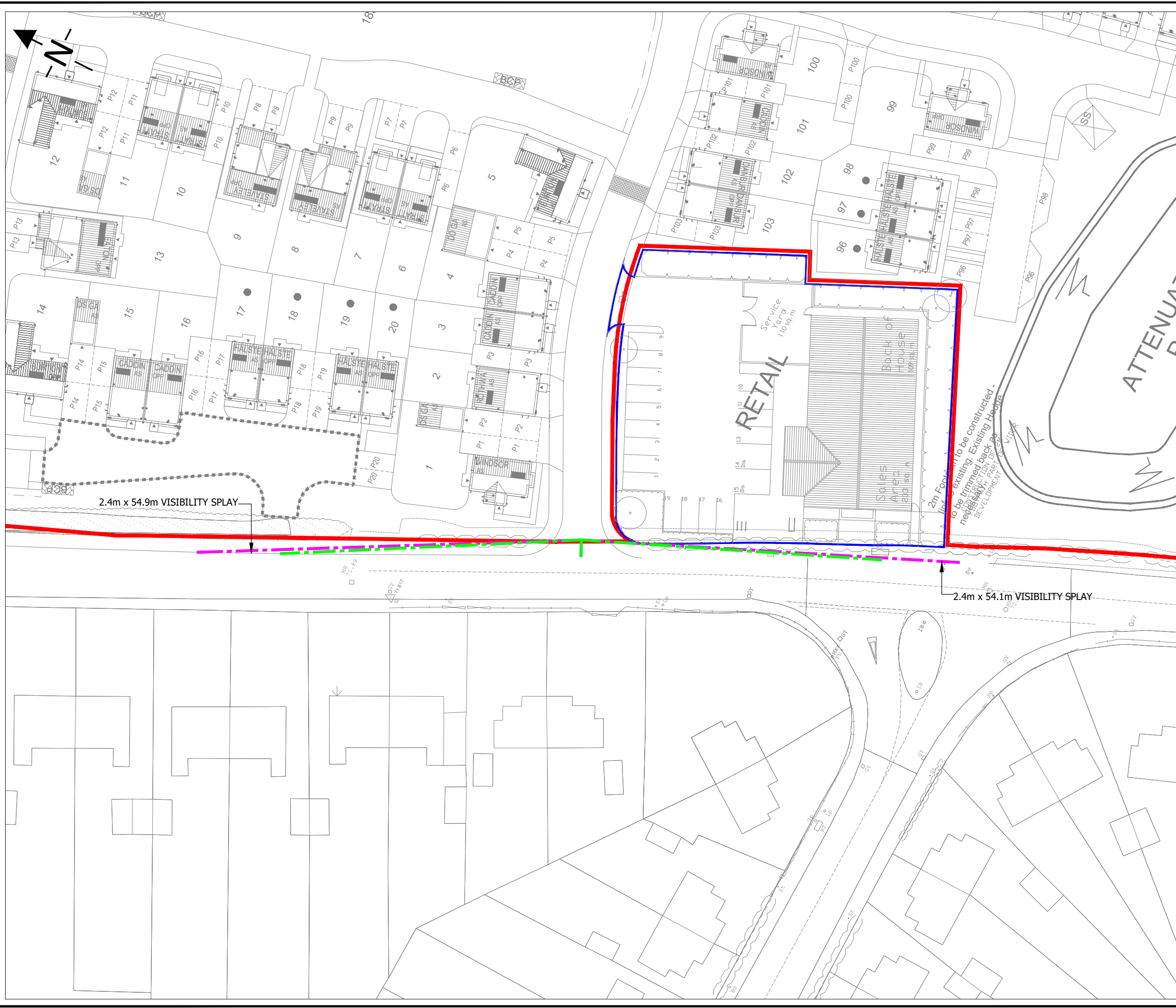
Map key

The cycle map legend below describes the map symbols and lines:

		National Cycle Route
		Regional Cycle Route
		Local Cycle Network
		Cyclepath
		Footpath (no cycling)
		Bicycle Parking, with capacity
		Bicycle shop
		Toilets



APPENDIX C: Site Access Drawings



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- KEY**
- RESIDENTIAL SITE BOUNDARY —
 - RETAIL SITE BOUNDARY —
 - 2.4m x 43m JUNCTION VISIBILITY - - -

REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED TO LATEST SITE LAYOUT (REV K)	27/05/20	RDS	SM
A	UPDATED TO LATEST SITE LAYOUT (REV M)	29/11/19	RDS	SM



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CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
PROPOSED SITE ACCESS - VISIBILITY SPLAYS

DRAWN RDS	AUTHORISED SM	SCALE 1:500@A3	DATE 14/11/19
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PROJECT NO. T19017	DRAWING NO. SK01	REV B
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STATUS.
FOR PLANNING



APPENDIX D: Action Plan

KEEPMOAT

RESIDENTIAL DEVELOPMENT AT EAKRING ROAD, BILSTHORPE, NOTTS

RESIDENTIAL TRAVEL PLAN

ACTION PLAN

REVISION 1

OBJECTIVE	TARGET	ACTIONS	RESPONSIBILITY	TIMESCALE	OUTPUT
1 REDUCE SINGLE OCCUPANCY VEHICLE TRIPS	10% REDUCTION BY YEAR 5	APPOINT AND MAINTAIN TPC TO DELIVER TRAVEL PLAN	DEVELOPER	3 MONTHS PRIOR TO FIRST OCCUPATION AND MAINTAINED FOR 5 YEARS FOLLOWING FIRST OCCUPATION.	DETAILS OF TPC TO BE PROVIDED TO NCC
		ISSUE WELCOME PACK AND SALES BROCHURES TO ALL RESIDENTS	TPC	THROUGHOUT OCCUPATION PHASES	RECORD OF DISTRIBUTION
		PROMOTE RTP INITIATIVES AND INCENTIVES REGULARLY THROUGHOUT LIFE OF RTP	TPC	THROUGHOUT RTP LIFESPAN	DETAILS OF PROMOTIONS INCLUDED IN AMR
	REDUCE THE NEED TO TRAVEL	BROADBAND CONNECTIONS PROVIDED IN EVERY DWELLING	DEVELOPER	PRIOR TO OCCUPATION OF THE DWELLING	BROADBAND CONNECTION
2 PROMOTE SUSTAINABLE TRAVEL MODES	WALKING MODE SHARE INCREASED	PROMOTE HEALTH BENEFITS AND LOCAL ROUTES IN WELCOME PACK	TPC	THROUGHOUT OCCUPATION PHASES	LEVEL OF WALKING MEASURED THROUGH TRAVEL SURVEYS
	CYCLING MODE SHARE INCREASED	PROMOTE LOCAL ROUTES IN WELCOME PACK	TPC	THROUGHOUT OCCUPATION PHASES	LEVEL OF CYCLING MEASURED THROUGH TRAVEL SURVEYS
	BUS TRAVEL MODAL SHARE INCREASED	PROMOTE LOCAL BUS SERVICES IN WELCOME PACK	TPC	THROUGHOUT OCCUPATION PHASES	LEVEL OF BUS TRAVEL MEASURED THROUGH TRAVEL SURVEYS
	RAIL TRAVEL MODAL SHARE INCREASED	PROMOTE RAIL SERVICES IN WELCOME PACK	TPC	THROUGHOUT OCCUPATION PHASES	LEVEL OF RAIL TRAVEL MEASURED THROUGH TRAVEL SURVEYS
	CAR SHARING INCREASED	PROMOTE LOCAL SCHEMES IN WELCOME PACK	TPC	THROUGHOUT RTP LIFESPAN	LEVEL OF CAR SHARING MEASURED THROUGH TRAVEL SURVEYS
3 IMPLEMENT SMARTER CHOICES MEASURES	10% REDUCTION IN SOV TRIPS BY YEAR 5	AS OBJECTIVES 1 AND 2	TPC	THROUGHOUT RTP LIFESPAN	AS OUTPUTS 1 & 2
4 ADDRESS BARRIERS TO SUSTAINABLE TRAVEL	DELIVERY OF ALL ON-SITE TRAVEL/MOVEMENT INFRASTRUCTURE	AGREE DETAILED DESIGNS WITH NCC AND IMPLEMENT	DEVELOPER	PRIOR TO FIRST OCCUPATION	SITE INSPECTION
	DELIVERY OF SECURE AND SHELTERED CYCLE STORAGE	PROVIDE GARAGE OF SUFFICIENT SIZE	DEVELOPER	PRIOR TO FIRST OCCUPATION	SITE INSPECTION
	DELIVERY OF NEW FOOTWAYS ON EAKRING ROAD	AGREE DETAILED DESIGNS WITH NCC AND IMPLEMENT	DEVELOPER	PRIOR TO FIRST OCCUPATION	SITE INSPECTION



APPENDIX E: Example Travel Survey

Resident Travel Survey

Introduction

As you can imagine, some new development sites may have an impact on local roads both in terms of congestion and pollution. Whilst the Transport Assessment submitted through the planning process did not identify any adverse impacts we are nevertheless committed to trying to mitigate any potential effects.

By encouraging more walking, cycling, car-sharing and public transport use among residents we are hoping to reduce the number of drive-alone journeys generated. This will also help to create a sustainable, vibrant local community and promote healthy lifestyles.

This travel survey is designed to help us understand how you travel to and from your home this brief survey help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements. It will take about 5 minutes to complete and all responses will be treated confidentially.

The findings of the survey will be reviewed by the development's management team and local council officers and will feed into the Travel Plan for the development. We hope they will help identify any common travel issues, and will seek to ensure you have a variety of travel modes to choose from, as well as all the support you require to choose the ones which are most convenient for you. To make sure your needs are considered it is important you take part in the survey.

Your comments and views are important to us so completion of the survey is crucial. To say thank you for participating, all completed surveys returned to us at the address below within 30 days of receipt will be entered into a prize draw to win a £50 of shopping vouchers.

Name: TBC

Address: TBC

Postcode: TBC

Email: TBC

We welcome your feedback and assure you that your answers will be kept confidential and that no individual will be identifiable. Thank you for your participation.

Resident Travel Survey

General Information

1. Where do you live? Please include House number, Street Name and Postcode	House no. Street Name Postcode	----- ----- -----
2. Have you seen the development Travel Guide? (Please tick)	Yes No Don't Know	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
3. How many cars/vans are owned by Household members?	1 2 3+	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4. Do you have a disability which affects the way you travel?	Yes No	<input type="checkbox"/> <input type="checkbox"/>

Travel Details

This section focuses on how you travel when going about your daily life. Please complete for up to 2 adults per household.

About journeys you make to work

ADULT 1		
5. Do you work?	Yes No	<input type="checkbox"/> <input type="checkbox"/>
6. If so, approximately how far do you travel?	0-1 mile 1-2 miles 2-5 miles 5-10 miles 10 + miles	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
7. How do you usually travel to work:	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
8. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
9. What time do you normally leave for work?	Before 7:30am Morning Peak (between 7:30am and 9:30am) Daytimes (between 9:30am and 4:30pm) Evening Peak (between 4:40pm and 6:30pm) Evenings (after 6:30pm)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
10. What time do you arrive home from work?	Before 7:30am Morning Peak (between 7:30am and 9:30am) Daytimes (between 9:30am and 4:30pm) Evening Peak (between 4:40pm and 6:30pm) Evenings (after 6:30pm)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

ADULT 2		
5. Do you work?	Yes No	<input type="checkbox"/> <input type="checkbox"/>
6. If so, approximately how far do you travel?	0-1 mile 1-2 miles 2-5 miles 5-10 miles 10 + miles	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
7. How do you usually travel to work:	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
8. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
9. What time do you normally leave for work?	Before 7:30am Morning Peak (between 7:30am and 9:30am) Daytimes (between 9:30am and 4:30pm) Evening Peak (between 4:40pm and 6:30pm) Evenings (after 6:30pm)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
10. What time do you arrive home from work?	Before 7:30am Morning Peak (between 7:30am and 9:30am) Daytimes (between 9:30am and 4:30pm) Evening Peak (between 4:40pm and 6:30pm) Evenings (after 6:30pm)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

About taking your children to school

ADULT 1		
11. Do you take your children to school?	Yes No Not applicable	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
12. Do you drop them off on your way to work (travelling by car)?	Yes No	<input type="checkbox"/> <input type="checkbox"/>
13. If not, how do you take them to school?	Walk Cycle Bus Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
14. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----

ADULT 2		
11. Do you take your children to school?	Yes No Not applicable	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
12. Do you drop them off on your way to work (travelling by car)?	Yes No	<input type="checkbox"/> <input type="checkbox"/>
13. If not, how do you take them to school?	Walk Cycle Bus Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
14. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----

About other journeys

ADULT 1		
15. How do you normally travel when shopping?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
16. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
17. How do you normally travel when participating in leisure activities?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
18. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
19. How do you normally travel when you go food shopping?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
20. Do you make these trips as part of another journey? (for example on the way home to/from work or the school run?)	Yes No	<input type="checkbox"/> <input type="checkbox"/>
Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----

ADULT 2		
15. How do you normally travel when shopping?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
16. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
17. How do you normally travel when participating in leisure activities?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
18. Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
19. How do you normally travel when you go food shopping?	Car driver (alone) Car driver (with adult passengers) Car as passenger Motorcycle / scooter Bus Train Walk Cycle Taxi Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----
20. Do you make these trips as part of another journey? (for example on the way home to/from work or the school run?)	Yes No	<input type="checkbox"/> <input type="checkbox"/>
Why do you travel this way?	Convenience Health Reasons Cost Alternative not available Other (please specify)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> -----

