

# Travel Plan

<b>Title</b>	Proposed Residential Development, Land South of A617
<b>Client</b>	Romo Holdings Ltd
<b>Location</b>	Land South of A617, Rainworth, Nottinghamshire
<b>Project number</b>	18-0494
<b>BIM reference</b>	RAIN-BSP-ZZ-XX-RP-D-0001-P03_Travel_Plan
<b>Date</b>	March 2021

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## Authorisation Sheet & Revisions Record

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P01	Nov 2020	Initial Issue	TB	JAD	MWR
P02	Dec 2020	Site layout amended to 95 dwellings	TB	JAD	MWR
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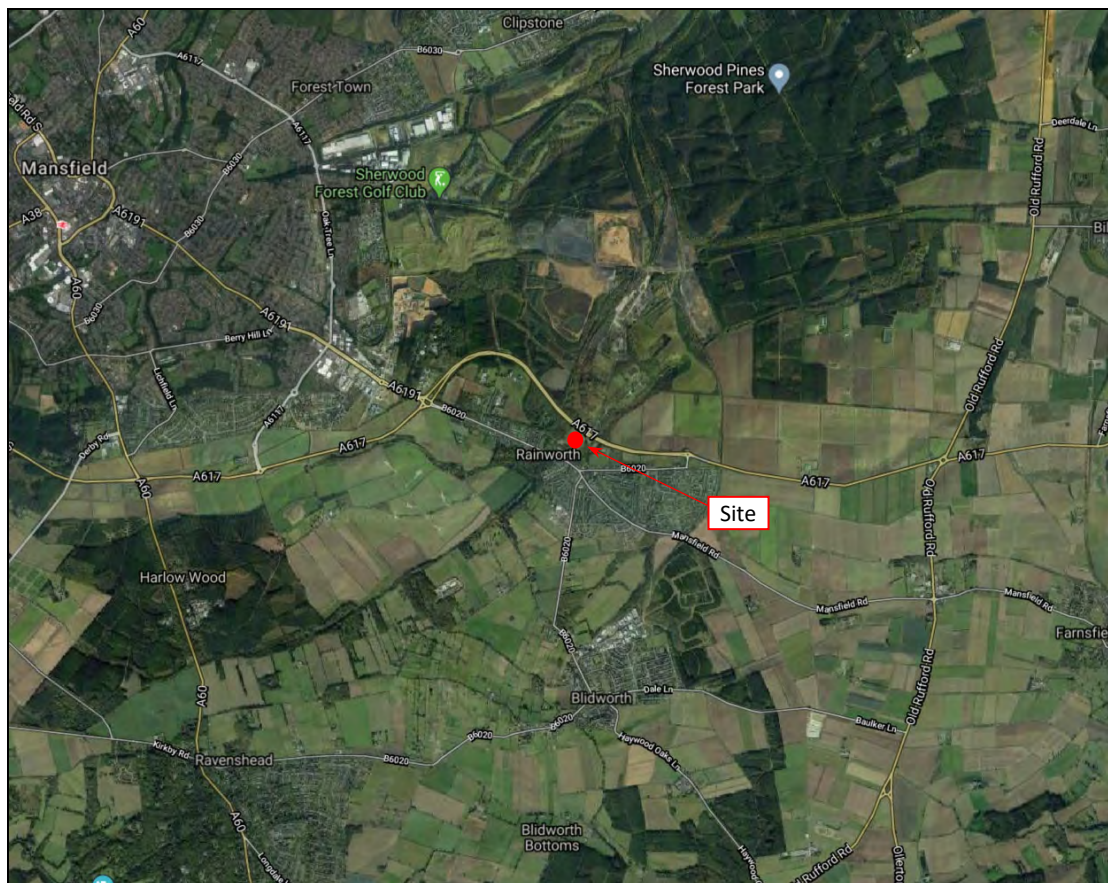
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## 1.0 Introduction

- 1.1 This Travel Plan (TP) has been prepared by BSP Consulting on behalf of Romo Holdings Ltd, in support of a Planning Application for a proposed residential development at a site located to the south of the A617, Rainworth.
- 1.2 A Framework TP considering measures specific to residential use, is considered to be the most appropriate form of TP to accompany the planning application.
- 1.3 The site consists of open land and has no prior uses. Current proposals are for the site to be developed for residential use consisting of a maximum of 95 dwellings.
- 1.4 The application site is located on the northern edge of the village of Rainworth, approximately 5km south east of Mansfield town centre. The site location is shown in Figure 1 below.

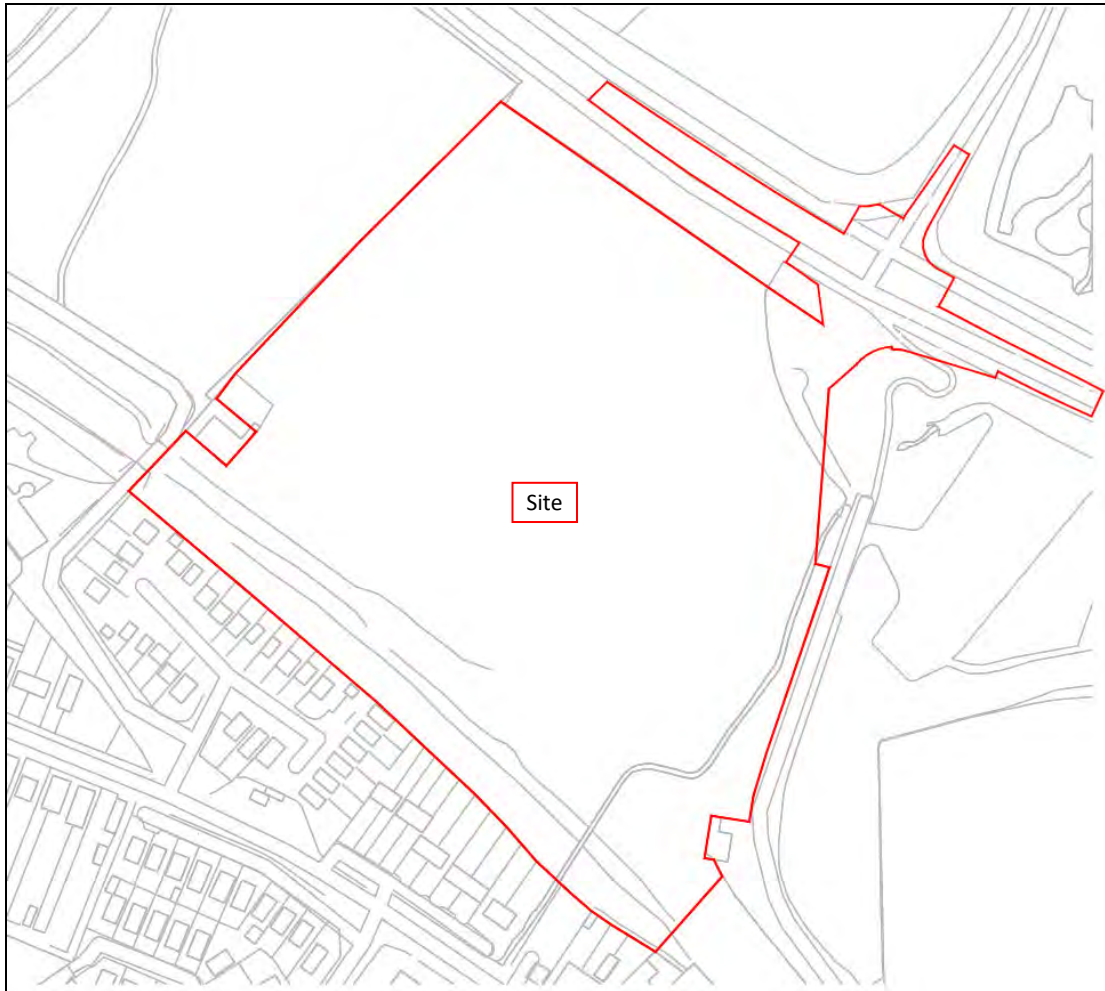
Figure 1: Site Location Plan



- 1.5 The site is bordered by the A617 Rainworth Bypass to the north, Rufford Colliery Lane and existing sports facilities to the east, existing residential dwellings on Churchfield Drive and B6020 Southwell Road East to the south, and an undeveloped woodland area to the west.

1.6 The site consists of open land and has no prior uses. The site location and indicative site boundary are shown in Figure 2 below, and a view of the site from the A617 is then shown in Figure 3.

**Figure 2: Indicative Site Boundary**



**Figure 3: View of Site from A617**





- 1.7 TPs have become an important element of working towards national and local transport and sustainability policy objectives. This TP has been prepared in accordance with the National Planning Policy Framework (NPPF) and the 3<sup>rd</sup> Local Transport Plan prepared by Nottinghamshire County Council (NCC).
- 1.8 The TP brings together aspects regarding on-site measures, including scheme design and on-site infrastructure, as well as off-site travel options, including walking, cycling and public transport facilities.
- 1.9 As stated in the good practice guide *Making Residential Travel Plans Work: Guidelines for new development* (DfT 2005), residential TPs have the potential to help achieve more sustainable communities. The implementation of TPs for new residential developments encourages sustainable travel choice by promoting walking, cycling and use of public transport, as well as alternatives such as car sharing and home working.

## 2.0 National Policy Context

### 2.1 Travel Plan Policy

- 2.1.1 TPs have become an important element of working towards national and local transport and sustainability policy objectives.
- 2.1.2 TPs have the potential to help achieve more sustainable development. The implementation of an effective TP for new developments can help sites to maximise accessibility, and can actively encourage sustainable travel choices by promoting walking, cycling and use of public transport, as well as alternatives such as car sharing.
- 2.1.3 The need to reduce car dependency, increase travel choices and encourage sustainable travel is supported by the NPPF which states that all developments which generate significant amounts of movement should be required to provide a travel plan. The revised NPPF, published in February 2019, states that *“significant development should be focussed on locations which are or can be made sustainable, through limiting the need for travel and offering a genuine choice of transport modes”*.
- 2.1.4 This TP has been prepared in accordance with guidance set out in the NPPF and the 3rd Local Transport Plan (LTP3) (2011 – 2026) prepared by NCC.

### 2.2 Context

- 2.2.1 The emergence of TPs has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion.
- 2.2.2 A TP is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.2.3 This TP concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes.

### 3.0 Travel Plan Benefits, Aims & Objectives

#### 3.1 Benefits

3.1.1 The production of an effective TP can result in a number of key benefits for a variety of stakeholders, including the developer, the local authority, and ultimately the users of the site.

3.1.2 Table 1 below describes the benefits of travel planning measures to each of the stakeholders.

**Table 1: Travel Plan Benefits for Site Users and Stakeholders**

Stakeholder/ User Group	Travel Plan Benefits
NCC	<ul style="list-style-type: none"> <li>• Demonstration of long term strategy by developer for reducing traffic impact on local road network.</li> <li>• Help achieve wider local policy objectives. By actively pursuing travel plans through the planning process, NCC can deliver on other commitment to sustainability and healthy lifestyle objectives.</li> <li>• Contribute to vibrant local economies.</li> </ul>
The Developer	<ul style="list-style-type: none"> <li>• Reduce development costs – reducing car demand means fewer parking spaces are needed. Land that might otherwise be used for parking can be more effectively used e.g. increasing development density.</li> <li>• Strengthen relationships with NCC by adhering fully to the planning process.</li> <li>• Assist in achieving mode share targets, minimising the potential for expenditure on physical measures that NCC can require.</li> <li>• Help reduce the carbon footprint of the development and enhance the corporate environmental image and contribute to ISO1400 Environmental Management Standards.</li> </ul>
Residents	<ul style="list-style-type: none"> <li>• Less stress over car parking issues</li> <li>• Reduced problems caused by parking demand</li> <li>• Reduce journey times</li> <li>• Opportunities to incorporate healthy exercise into daily lifestyle.</li> <li>• Reduce the cost of travel (or avoid the need to buy a car).</li> </ul>
Visitors	<ul style="list-style-type: none"> <li>• Maximise ease of access by sustainable travel modes.</li> <li>• Reduced problems caused by parking demand</li> </ul>



### 3.2 Aims & Objectives

3.2.1 The overall aim of the TP is:

*'To develop a package of measures which promote safe and sustainable travel to and from the site, where possible encouraging alternatives to the private car.'*

3.2.2 LTP3 (2011 – 2026) sets out the overall goals and objectives relating to Transport. The overarching transport vision for Nottinghamshire, set out in LTP3, is as follows;

Transport vision for Nottinghamshire

***"Our vision is for Nottinghamshire to be a county that is safe; economically prosperous; a place where businesses want to invest; and where we are proud of our past and ambitious for our future".***

3.2.3 LTP3 then expands on the overarching vision, and with consideration to national transport priorities, provides a specific focus to how the goals can be achieved in Nottinghamshire. This is summarised below.

Strategic transport goals developed to help deliver the Sustainable Community Strategy, Strategic Plan, national transport goals and transport vision for Nottinghamshire

- **provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel**
- **improve access to key services, particularly enabling employment and training opportunities, and**
- **minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.**

3.2.4 The objectives of this Travel Plan link closely to the goals and objectives set out in LTP3.

3.2.5 Targets will be set to reduce the percentage of single occupancy car journeys to and from the site, and to increase the percentage of people using more sustainable modes of transport (public transport, cycling, walking, car sharing, etc.) for these journeys.

3.2.6 Once the targets have been set, the objective of the TP is to provide a mixture of measures and mechanisms to encourage sustainable transport methods and make these alternatives more attractive than the single occupancy car journey. This will include providing information, marketing material and suitable facilities, and holding promotional events. The TP will also monitor the results of such measures and review the targets and progress on a regular basis.

## 4.0 Travel Plan Administration

- 4.1 Effective management is essential to the success of a TP and current best practice recommends that a single point of contact is appointed in order to take overall responsibility for transport issues relevant to the whole site.
- 4.2 It will be critical to the success of the TP that the Travel Plan Co-ordinator (TPC) is seen as an enthusiastic exponent of the TP measures. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP.
- 4.3 It is recognised that the activities of a TPC are seen as a cornerstone of a successful TP, and will be the first point of contact for site users, NCC and other outside organisations in all matters regarding travel.
- 4.4 The TPC's full details and contact information will be submitted to NCC before the development is occupied. The TPC will work closely with the local authority and public transport operators to agree objectives and targets for the site. The TPC role will be to encourage travel by foot, cycle or public transport by engendering a walk, cycle, public transport culture for all users of the site.
- 4.5 The TPC's duties will be to;
- liaise with NCC / public transport operators and other transport organisations
  - prepare information packs for residents and disseminate
  - prepare travel leaflets for visitors
  - be a point of contact for any outside organisations
  - complete the initial travel surveys within 3 months of first occupation and in accordance with the monitoring schedule
  - oversee the implementation and development of the site TP
  - monitor and review the site TP
  - prepare update reports

## 5.0 Sustainable Travel Facilities

### 5.1 Sustainable Transport Policy

5.1.1 This section of the TP establishes the sustainable travel facilities in the vicinity of the site, which will enable people to choose how they travel to and from the site. Paragraph 110 of the NPPF states that *“applications for development 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 or other public transport services, and appropriate facilities that encourage public transport use”*.

### 5.2 National Census 2011 Data

5.2.1 The 2011 Census data contains information regarding the mode of travel chosen for the journey to work. The site is located in the 'Rainworth' ward. The ward boundary is shown in Figure 4 below.

Figure 4: Rainworth Ward Boundary



5.2.2 Table 2 below gives details of the existing “Travel to Work” modal split for the Rainworth Ward, which would be considered suitable for a residential development.

Table 2: 2011 Census Modal Split – Rainworth Ward

Work at Home	Public Transport	Car Driver	Car Passenger	Bicycle	Foot	Motorbike	Other
4%	5%	75%	7%	1%	6%	1%	1%



5.2.3 Travel patterns within the Rainworth ward currently indicate that 75% of journeys to work are made by single occupancy car journeys. This is relatively high compared to other areas nationally, and the Travel Plan process would aim to improve upon this figure, by encouraging sustainable modes of transport. Table 2 above shows that public transport and cycling are currently less common modes of transport in the Rainworth ward, and these could therefore be targeted for improvement.

### 5.3 Walking

5.3.1 Typically, a distance of 2.0km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for walking trips. Figure 5 below shows the areas within a 2.0km walking distance of the site.

Figure 5: 2.0km Isochrone from the Site



5.3.2 It can be seen on Figure 5 that the area within a 2.0km isochrone of the site is a mix of rural and urban land. It would be expected that walking trips could be made between the site and the existing facilities within the village of Rainworth, which include local shops, two primary schools, medical facilities, sports and social facilities.

5.3.3 Furthermore, the existing pedestrian infrastructure will encourage people to walk to the site. To the north of the site, the A617 Rainworth Bypass benefits from a wide footway / cycleway along the site frontage, as shown in Figure 6 below. To the south of the site, the B6020 benefits from footways and pedestrian crossings, as shown in Figure 7 below.

Figure 6: Footway on A617 Rainworth Bypass



Figure 7: Footways and Pedestrian Crossing on B6020 Kirklington Road





5.3.4 In light of the above, it would be expected that the majority of pedestrian trips to and from the site would be to and from the facilities within Rainworth. As such, pedestrian accessibility from the south of the site would be highly beneficial in terms of sustainable access. It is proposed that pedestrian access could be gained via Rufford Colliery Lane to the east of the site, shown in Figures 8 and 9 below. Rufford Colliery Lane has been used as a pedestrian route for many years, and so pedestrians accessing the site would use this route as pedestrians do at present.

Figure 8: Potential Pedestrian Link via Rufford Colliery Lane

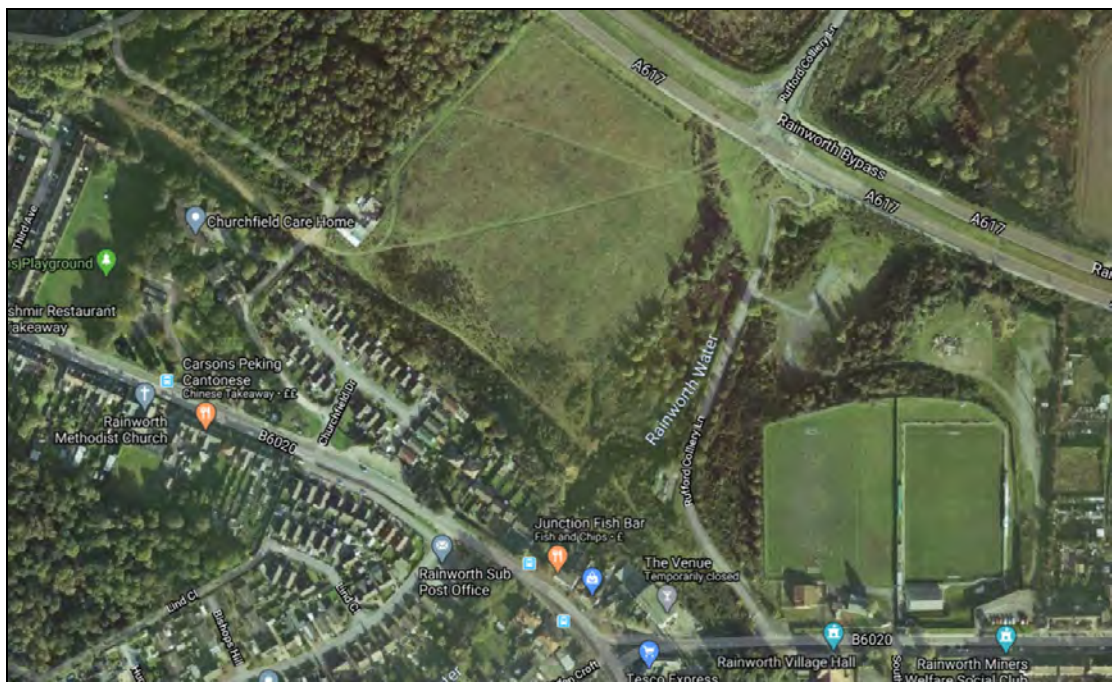


Figure 9: View of Rufford Colliery Lane from Kirklington Road



5.3.5 Pedestrian accessibility to the site is discussed further in section 6.2 of this TP. Given the details outlined above, it would be expected that a high number of trips to and from the site would be made using this mode of transport.

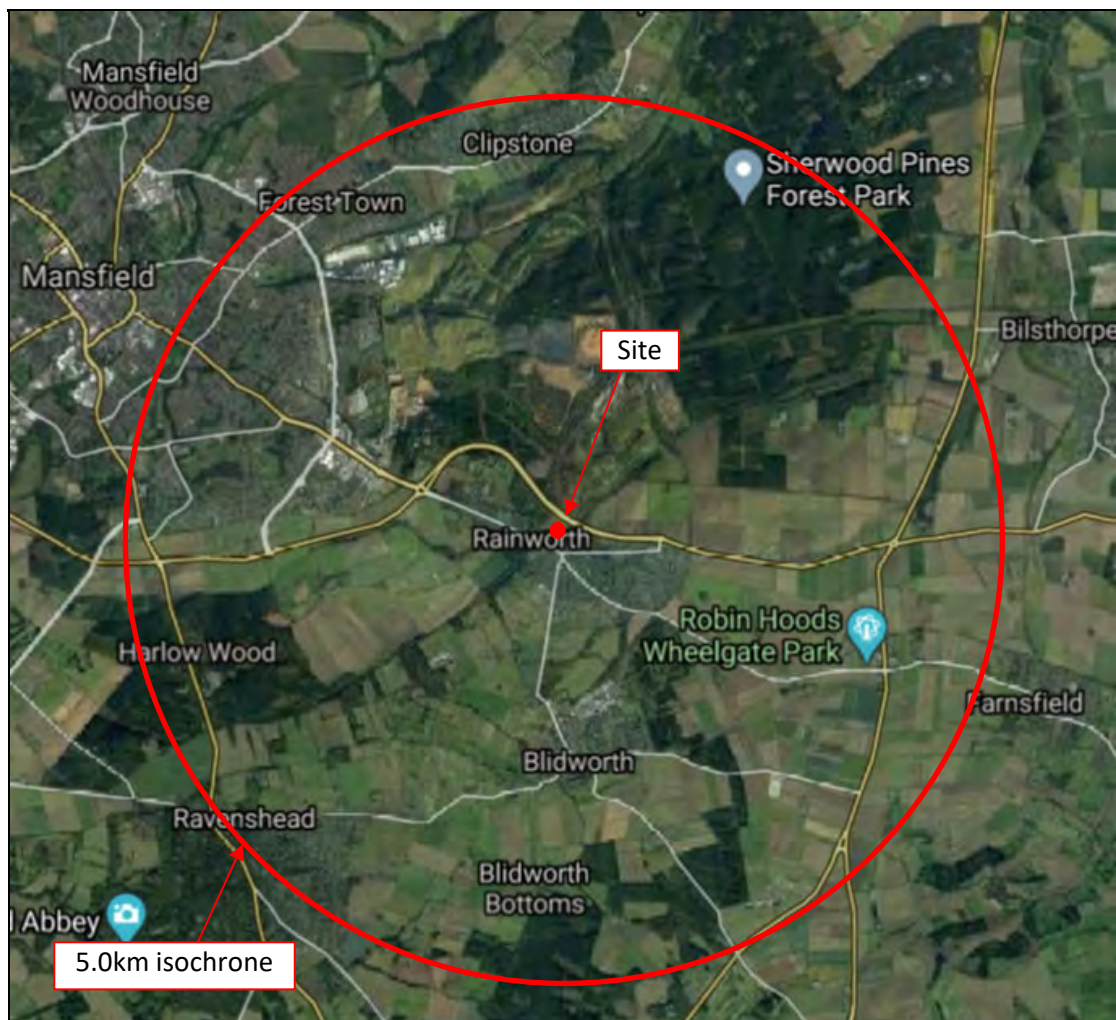


## 5.4 Cycling

5.4.1 It is expected that a significant number of residents and visitors at the site will choose to access the site by cycling, as this is a very cheap and fast option for accessing amenities at short to medium distances.

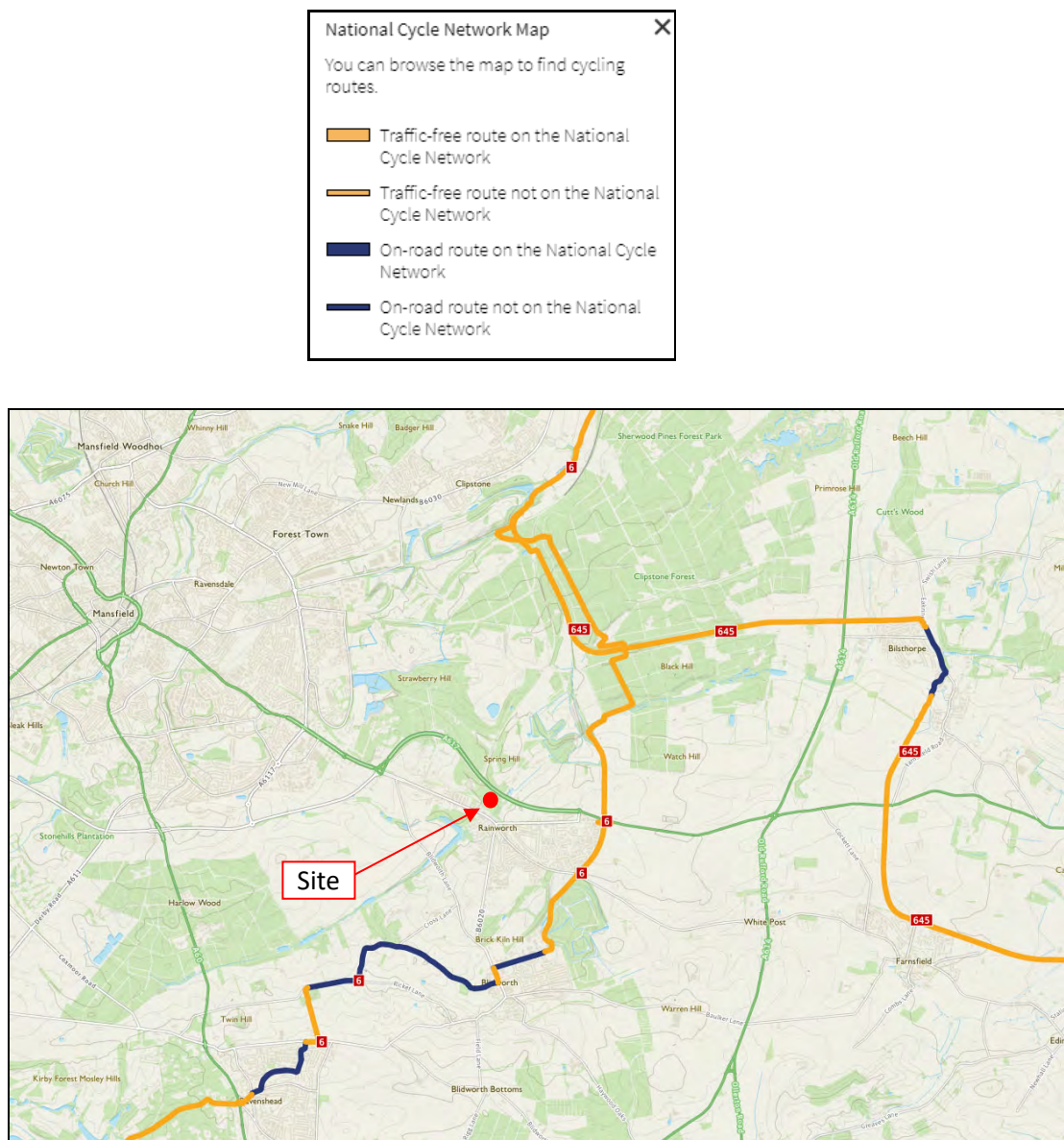
5.4.2 Typically, a distance of 5.0km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for cycling trips. Figure 10 below shows the urban areas within 5.0km of the site, including Rainworth, Blidworth, Clipstone, and notably a large part of Mansfield. The proximity of the site to the facilities within these areas would allow cycle trips to be made from within this recommended cycling distance.

Figure 10: 5.0km Isochrone from the Site



5.4.3 Figure 11 below shows that the routes of existing National Cycle Network (NCN) cycle routes in the vicinity of the site. Route 6 is a predominantly traffic-free route to the east of Rainworth.

Figure 11: Map of Cycle Routes in Vicinity of Site



5.4.4 While the routes shown in Figure 10 may be of benefit for some trips to and from the site, there are local cycle routes in the immediate vicinity of the site that would be of greater use for accessing the site. Figures 12 and 13 below show the cycle lane and associated signage on A617 Rainworth Bypass to the north of the site, which would enable cycle access from the north of the site.



Figure 12: Cycle Facilities on A617 Rainworth Bypass



Figure 13: Cycle Signage on A617 Rainworth Bypass (close to proposed site access)



- 5.4.5 Additionally, there are cycle facilities to the south of the site, on B6020 Southwell Road East, as shown on Figure 14 below, which would enable cycle access from the south of the site.

Figure 14: Cycle Facilities on B6020 Southwell Road East



- 5.4.6 In light of the above, it would be expected that a high number of trips to and from the site would be made by cycling.



## 5.5 Bus Services

5.5.1 The site is well located for easy access to existing bus services. The nearest bus stops to the site are located on B6020 Southwell Road East to the south of the site, as shown in Figure 15 below.

Figure 15: Location of Bus Stops



5.5.2 The bus stops shown in Figure 15 are considered to be within a short walking distance of the site, which would encourage residents and visitors to travel via this mode of transport. The bus stops can be accessed from the site using the existing footways, and proposed pedestrian link to the site via Rufford Colliery Lane, discussed in section 5.3.4 above.

5.5.3 The bus stops on B6020 Southwell Road East are shown in Figures 16 and 17 below.

Figure 16: Bus Stop on B6020 Southwell Road East (Eastbound)



Figure 17: Bus Stop on B6020 Southwell Road East (Westbound)





5.5.4 The bus stops provide access to service numbers 27, 28, 29A, 141, 343 and S363. The timetables for these services are summarised in Table 3 below.

**Table 3: Summary of Bus Services**

Service No	Route	Days	Times	Frequency
27	Mansfield – Rainworth	Mon – Sat	06:47 – 16:47	60 minutes
	Rainworth – Mansfield	Mon – Sat	07:03 – 17:03	60 minutes
28	Mansfield – Rainworth – Blidworth – Southwell – Newark	Mon – Sat	07:06 – 18:06	120 minutes
	Mansfield – Rainworth – Blidworth	Sundays	09:03 – 19:03	60 minutes
	Newark – Southwell – Blidworth – Rainworth – Mansfield	Mon – Sat	06:19 – 20:19	90 minutes
	Blidworth – Rainworth – Mansfield	Sundays	09:21 – 18:21	60 minutes
29A	Mansfield – Rainworth – Bilsthorpe – Southwell – Newark	Mon – Sat	09:00 – 17:00	120 minutes
	Newark – Southwell – Bilsthorpe – Rainworth – Mansfield	Mon – Sat	10:25 – 18:25	120 minutes
141	Sutton – Skegby – Mansfield – Rainworth – Ravenshead – Nottingham	Mon – Sat	06:19 – 18:19	60 minutes
	Nottingham – Ravenshead – Rainworth – Mansfield – Skegby – Sutton	Mon – Sat	07:33 – 20:33	60 minutes
343	Harlow Wood – Ravenshead – Rainworth	Mon – Fri	08:20	1 service
	Rainworth – Ravenshead – Harlow Wood	Mon – Fri	15:15	1 service
S363	Mansfield – Rainworth – Blidworth – Bilsthorpe – Southwell	Mon – Fri	07:50	1 service
	Southwell – Bilsthorpe – Blidworth – Rainworth – Mansfield	Mon – Fri	14:53, 15:53	2 services

5.5.5 Table 3 shows that the existing bus services provide regular links to a number of surrounding destinations, including Mansfield, Blidworth and Southwell. There are bus services available throughout the day, with services running 7 days a week.

5.5.6 In light of the above, it would be expected that a high number of trips to and from the site would be made using this mode of transport.

## 6 Development Proposals

### 6.1 Development Schedule

6.1.1 The development proposals are to redevelop the site for residential use, and the site layout is shown in Appendix A. Current proposals are for the site to include a maximum of 95 dwellings.

### 6.2 Site Access

6.2.1 It is proposed that access to the site for all modes of transport will be via a new point of access from A617 Rainworth Bypass to the north of the site. It is proposed that the access will be created by adding a new arm to the A617 Rainworth Bypass / Rufford Colliery Lane junction. The current junction arrangements are shown in Figure 18 below.

Figure 18: Current Arrangements at the A617 Rainworth Bypass / Rufford Colliery Lane Junction



6.2.2 The proposed junction arrangements are shown in the accompanying Transport Assessment (TA). The junction has been designed in accordance with Nottinghamshire Highway Design Guide.

6.2.3 In addition to the access from A617 Rainworth Bypass, it is proposed that pedestrian and cycle access will be available from the south of the site, as was outlined in section 5. It is proposed that this will be provided via Rufford Colliery Lane to the east of the site, and the proposed access arrangements, designed in accordance with NCC guidance, are shown in the accompanying TA.

### **6.3 Car Parking Provision**

6.3.1 Car parking provision for the proposed development will be in accordance with the standards shown in The Nottinghamshire Highway Design Guide. It is recommended that 2 car parking spaces are provided for each dwelling with 3 or less bedrooms. If dwellings have 4 or more bedrooms, then 3 car parking spaces should be provided.

### **6.4 Cycle Parking Provision**

6.4.1 Given the location of the site, it is anticipated that a number of trips to and from the site will be made by cycling, as was discussed in section 5.4.

6.4.2 It is expected that the residents of houses and bungalows would prefer to store their bicycle privately within their own property, rather than in a communal cycle parking area. Each property will have a private garden, and sheds or similar storage units can therefore be used to privately store bicycles. No shared cycle parking is therefore considered necessary.

### **6.5 Servicing Arrangements**

6.5.1 The site access arrangements have been designed to allow a 16.5m articulated vehicle to enter and depart the site. A vehicle tracking drawing showing the vehicle movements are shown in Appendix B. The drawing shows that all required movements can successfully be carried out.

6.5.2 When the site layout is finalised, further vehicle tracking drawings will be prepared to demonstrate that the required vehicles can manoeuvre within the site, and depart in a forward gear. Turning areas will be provided as appropriate.

## 7.0 Travel Demand and Targets

### 7.1 Trip Generation

7.1.1 Details of the trip generation for the proposed development is included within the accompanying TA. The modal split of trips within the Rainworth ward was discussed in section 5 of this TP. The existing modal split of trips, from Census 2011 data, has been used to estimate the multi-modal trip generation levels for the proposed development.

7.1.2 In the TA, the anticipated number of car trips in and out of the site was estimated, for the weekday AM peak hour (08:00 – 09:00) and the weekday PM peak hour (17:00 – 18:00). These figures are shown in Table 4 below and have been used to calculate the likely number of trips made by the alternative modes of transport. The figures in Table 4 show the total trip generation of the site.

**Table 4: Total Multi-Modal Trip Generation**

Mode	Modal Split	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
		Arrive	Depart	Arrive	Depart
Work at Home	4%	1	2	2	1
Car Driver	75%	16	42	38	18
Car Passenger	7%	2	4	4	2
Pedestrians	6%	1	4	3	1
Bicycles	1%	0	1	1	0
Public Transport	5%	1	3	3	1
Motorbike	1%	0	1	1	0
Other	1%	0	1	1	0
<b>Total</b>	<b>100%</b>	<b>21</b>	<b>58</b>	<b>53</b>	<b>23</b>

7.1.3 Table 4 shows that the expected traffic generation totals 58 car trips in the AM peak hour and 56 car trips in the PM peak hour. As these figures are indicative, a travel survey will be carried out following occupation of the site, to determine more accurate figures.

### 7.2 Targets

7.2.1 It is important to set positive, but achievable targets in TPs to assess whether or not the objectives of the TP are being realised. It is considered that targets should be established immediately after the results of the initial travel survey have been collated and analysed, once the site is occupied. The survey will provide a detailed indication of the travel behaviour of residents at the site, from which appropriate SMART (Specific, Measurable, Attainable, Realistic and Time Bound) targets can be set.

7.2.2 Based on the predicted trip generation summarised within Table 4, a set of provisional modal split targets for the first 5 years of occupation of the site have been suggested for the proposed development and are presented within Table 5 below.

**Table 5: Total Multi-Modal Trip Generation – Targets**

Mode	Modal Split	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
		Arrive	Depart	Arrive	Depart
Work at Home	5%	1	3	2	1
Car Driver	65%	14	37	34	15
Car Passenger	9%	2	5	5	2
Pedestrians	8%	2	5	4	2
Bicycles	4%	1	2	2	1
Public Transport	7%	1	4	4	2
Motorbike	1%	0	1	1	0
Other	1%	0	1	1	0
<b>Total</b>	<b>100%</b>	<b>21</b>	<b>58</b>	<b>53</b>	<b>23</b>

- 7.2.3 The headline target is to reduce the percentage of car drivers across the peak hours by 10% over 5 years. However, it is suggested that the TP targets are confirmed based on the results of the initial travel survey in order to ensure that they are realistic.
- 7.2.4 Additional targets have been set for increasing the use of particular sustainable modes of travel which provide a focus for the measures being implemented, however these targets will also need to be confirmed based on the results of the initial travel survey.
- 7.2.5 The full monitoring schedule is set out in section 9.0, which will involve future travel surveys being undertaken within the anniversary month of the initial travel surveys.

## 8.0 Travel Plan Measures

### 8.1 Types of Measures

8.1.1 The following sections outline a series of measures that will be implemented as part of the TP. This includes both infrastructure based 'hard' measures and marketing based 'soft' measures. The list is not exhaustive and can be developed and expanded on by the TPC.

### 8.2 Timescale of Measures

8.2.1 Some measures cannot be implemented until the site is occupied. However, wherever possible, the implementation of measures can begin prior to occupation, which will help to encourage favourable travel habits among residents. Further detail relating to timescales is provided in the Action Plan in Appendix B.

### 8.3 Hard / Infrastructure Measures

#### Site Access

8.3.1 The site will benefit from pedestrian and cycle access being available to both the north and south of the site. This will increase connectivity with the facilities in Rainworth and encourage short trips to be made by walking or cycling.

8.3.2 The on-site road network will have a low design speed, incorporating speed reducing features, providing a safe environment for both pedestrians and cyclists.

#### Walking

8.3.3 The existing footways on the B6020 Kirklington Road will be extended into the site, via Rufford Colliery Lane, to improve pedestrian accessibility between the site and the village of Rainworth. The footways will continue through the site providing direct pedestrian access to each dwelling. The convenience of this arrangement is expected to encourage walking.

#### Car Parking

8.3.4 The level of parking provided for a development is considered likely to have an influence on travel choices. Excessive car parking provision can result in increased car ownership at residential sites. The proposed level of provision is considered appropriate to meet with the needs of the site without adversely encouraging car use.

#### Cycle Parking

8.3.5 The site layout includes a private garden for each dwelling. This will enable residents to store their bicycle privately within their dwelling.

#### Servicing

8.3.6 The proposed site layout will enable delivery and refuse vehicles to enter and depart the site in a forward gear, within the site, minimising the impact on the highway network.



## 8.4 Soft / Marketing Measures

### Travel Information

- 8.4.1 In addition to the infrastructure based measures, a major part of implementing the TP will be to ensure that all residents and visitors are informed about the travel options available, and encouraged to make sustainable travel choices. This will include provision of information for pedestrians and cyclists, local public transport information, and promoting car sharing and more sustainable working practices, such as home working.
- 8.4.2 Contact details for the site TPC will be provided for information and advice, along with useful contact details and websites for further information.
- 8.4.3 All of the information discussed within this section will be included in Travel Information Packs which will be produced by the TPC and distributed to every resident at the site.
- 8.4.4 Travel Information 'leaflets' will also be prepared, which will include a summary of the TP itself, along with public transport, cycling and walking information and location maps. These can be included within the Travel Information Packs, for residents to give to their visitors.
- 8.4.5 An annual TP update newsletter would be prepared by the site TPC and provided to each resident living on the site, either in paper copy or electronically. This would provide the results of the initial surveys and the monitoring surveys, along with new focus areas to achieve the updated targets.

### Walking

- 8.4.6 In addition to the design features incorporated within the development proposals, the following measures will be implemented as appropriate to encourage residents and visitors to walk to and from the site:
- Provide all residents and visitors with access to a map (contained within the Travel Information Pack and leaflets) indicating walking routes, distances and times to key destinations and local public transport links.
  - Promote the health benefits of walking by producing and distributing promotional material.
  - Promote the concept of 'walking buddies' and the WalkBudi database. Use of the buddy scheme will allow people to walk to and from the site in groups and hence heighten security of individuals and encourage more people to walk/cycle to work.
  - Offer personal alarms and hi-visibility clothing to residents.

### Cycling

8.4.7 The following measures will be implemented as appropriate to promote and encourage residents and visitors to cycle to and from the site:

- Cycle information / maps showing local cycle routes provided in travel information packs and leaflets.
- Promote the health benefits of cycling to residents and visitors.
- Promote the concept of 'cycling buddies' and the BikeBUDI database. Use of the buddy scheme will allow people to cycle to and from the site in groups and hence heighten security of individuals and encourage more people to walk/cycle to work.
- Investigate the feasibility of introducing a Bicycle User Group (BUG) to develop and implement further measures to encourage cycling. Implemented by the TPC.
- Offer hi-visibility clothing.
- Contact local cycle retailers and repair shops to investigate whether discounts on cycling equipment, or maintenance services, can be secured for residents.

### Public Transport

8.4.8 The following measures will be implemented to encourage the use of public transport:

- Provide all residents and visitors with a summary of local bus services in travel information packs and leaflets.
- The TPC will actively disseminate public transport information on a regular basis, ensuring information is kept up-to-date.
- Liaise with local public transport operators to see if discounted tickets / taster tickets can be secured for residents.
- Encourage the use of public transport over the private car, emphasising the benefits.

### Car Sharing

8.4.9 Car sharing is an alternative to single occupancy car journeys which can help to reduce the number of overall car journeys. Car sharing is a great way to share costs, reduce stress and cut pollution and congestion, even if sharing a lift just once or twice a week.

8.4.10 The 'liftshare' scheme is run nationally and offers people the opportunity to organise shared journeys without any subscription fee. Any types of journey can be shared, from the daily commute to work to one off journeys to special events. Within Nottinghamshire, liftshare operate a free journey matching service called 'Nottinghamshire Carshare' which could be used by residents at the proposed development.

8.4.11 Many car sharing trips would be arranged on an informal basis among residents and visitors, and this would be encouraged by the TPC. Information promoting car sharing, including the liftshare scheme, will be provided to residents within the Travel Information Packs.

#### Reducing the Need to Travel

- 8.4.12 If possible, residents will be encouraged to explore home working. As part of the on-site infrastructure, each dwelling will have broadband internet facilities, to facilitate on-line communication and potentially offer the opportunity for home working.
- 8.4.13 The site location benefits from the provision of a number of local shops, services and facilities within the local area which are accessible either on foot or by bicycle. Whilst the location of these facilities will not reduce the need to travel off site they will reduce the need to travel significant distances, therefore reducing the need to travel by car.

#### Joint Working

- 8.4.14 The TPC will liaise with NCC and local businesses to see how the TP for this site can work to complement existing TPs in operation within the area. Liaison will provide an opportunity for TPCs to exchange ideas and pool resources through joint working towards TP initiatives. The TPC will also consider membership of ACT Travel Wise, which provides a national forum for the exchange of best practice ideas.

#### Branding

- 8.4.15 Branding can be an important element in the development of a successful TP. Branding will provide the TP with a recognisable identity (using symbols, banners or slogans) that can help to promote initiatives to residents and visitors. It may be beneficial for the developers to involve a local school in the branding exercise which could be undertaken as part of a school/class project with involvement by the TPC. This would help the development to form stronger ties with the local community, whilst at the same time increasing awareness of sustainable initiatives that are being brought forward.

#### Local / National Initiatives

- 8.4.16 Linking the TP with other campaigns and initiatives will help to publicise the TP. Examples of sustainable transport campaigns that could be publicised through the TP include:
- Workwise Week – One week in May
  - Walk to Work Week – One week in May
  - Green Transport Week – One week in June
  - Bike Week – One week in June
- 8.4.17 The TPC will help to organise residents wishing to take part in the sustainable transport campaigns. This will help to actively encourage participation in the national events and encourage people who don't usually travel by sustainable forms to do so.

## 9.0 Monitoring and Review

- 9.1 The monitoring of progress towards the modal shift targets will be the responsibility of the TPC. There will be an annual review of travel patterns to assess progress towards achieving the target mode shifts, as well as setting annual progress targets for the following year.
- 9.2 The TPC will organise travel surveys to be undertaken, to establish the modal split and obtain feedback on the uptake of incentives such as the membership of car share schemes. The surveys will need to be approved by NCC before issue.
- 9.3 The TPC will collate, analyse and summarise the raw data before issuing an annual progress report to NCC. The findings of the monitoring surveys will be used to identify progress towards the target mode shifts. The TPC will liaise with NCC to review and amend the TP targets and measures accordingly.
- 9.4 It is recommended that monitoring will continue for 5 years. The TPC will produce an annual monitoring report, for review and evaluation with NCC. In accordance with NCC requirements, survey forms will be issued, and traffic counts will be implemented, during the monitoring period, in accordance with the following schedule;

**Table 6: Monitoring Schedule**

Year	Traffic Count (SAM)	Travel Survey
Baseline	No	Yes
1	Yes	Yes
2	No	Yes
3	Yes	Yes
4	No	Yes
5	Yes	Yes

- 9.5 The schedule indicates that traffic counts will be carried out every 2 years, and travel surveys undertaken annually, to allow targets set out in the Travel Plan to be monitored and changed if necessary. Residents will be given questionnaires to complete at their convenience, and visitors will be asked to complete questionnaires upon arrival.
- 9.6 If the monitoring shows that the targets of the TP have not been achieved, then the lifespan of the TP would be extended beyond 5 years, and an evaluation of the measures carried out would be undertaken.

## 10.0 Action Plan

- 10.1 An Action Plan for the TP is provided in Appendix B. It sets out the tasks required to initiate and implement the TP, including the proposed measures and responsibilities, as well as the monitoring schedule.

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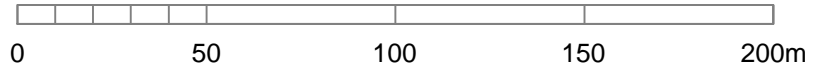
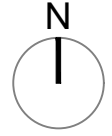
## Appendix A

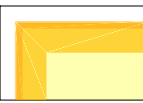
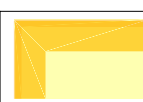


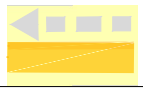
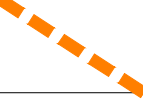
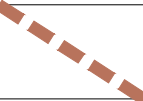
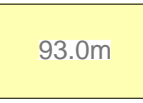

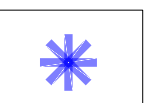
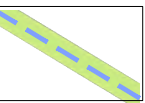

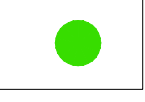


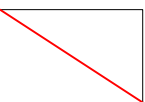
### Proposed Site Layout



**NOTES**

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-  Proposed Residential Development 3Ha (Not more than 95 dwellings at c32dph)
-  Proposed Building Frontages Private Rear Gardens
-  Proposed main access off Rainworth Bypass
-  Indicative Main & Secondary Streets
-  Indicative Lanes & Private Driveways
-  Potential Footpath Routes
-  Potential gabion retaining wall - indicative subject to detail design
-  Proposed level -indicative subject to detail design
-  Existing Pond & Watercourse
-  SUDS attenuation basin - indicative location
-  SUDS Dry Swale - indicative location
-  Existing Retained Vegetation - Woodland, hedgerow, scrub, marsh & grassland
-  Proposed Trees - indicative location
-  Green Infrastructure (c3.4Ha)  
Includes: natural & semi natural green space, green corridors, amenity green space and SuDs attenuation basin.
-  Illustrative Cross Sections - refer to FPCR Dwg Ref 9474-L03
-  Existing Contours

CAD file C:\Users\JJ\Desktop\9474 Rainworth 2021\9474-L-02-03 Development Framework Plan.dwg



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## Appendix B

### Action Plan

## ACTION PLAN

INITIATE THE TRAVEL PLAN		Actions		
		By Whom?	By When?	How to measure success?
<ul style="list-style-type: none"> <li>Prepare a Travel Plan</li> </ul>		Developer/ BSP	Prior to building	Travel Plan approved by NCC
<ul style="list-style-type: none"> <li>Appoint Travel Plan Co-ordinator</li> </ul>		Developer	Prior to marketing units	Travel Plan Co-ordinator contact details provided to NCC
THE SUSTAINABLE TRANSPORT PLAN		Actions		
		By Whom?	By When?	How to measure success?
Information	<ul style="list-style-type: none"> <li>prepare and distribute Travel Information Packs to residents</li> <li>prepare travel information for inclusion in leaflets</li> </ul>	Developer / TPC	Prior to occupation of the site	Prepared prior to occupation.
	<ul style="list-style-type: none"> <li>provide contact details for Travel Plan Co-ordinator and other sources of information</li> </ul>	TPC	On occupation	Include within Travel Information Packs provided on occupation.
Branding	<ul style="list-style-type: none"> <li>Develop a recognisable brand for the TP</li> </ul>	TPC	Prior to occupation and ongoing	Creation of a brand
Car Sharing	<ul style="list-style-type: none"> <li>provide information promoting car sharing and local carshare schemes</li> </ul>	TPC	On occupation	Included in Travel Information Packs and leaflets
Reducing the Need to Travel	<ul style="list-style-type: none"> <li>promote home working</li> <li>site located within in close proximity to local facilities reducing the need for long journeys</li> </ul>	Developer / Occupiers	On occupation and ongoing	Dwellings provided with broadband internet.
Liaison	<ul style="list-style-type: none"> <li>discussions with local businesses to see how the TP can complement any existing TPs</li> </ul>	TPC	Prior to occupation and ongoing	Record discussions and draw up TP measures if appropriate

PUBLIC TRANSPORT PLAN		Actions		
		By Whom?	By When?	How to measure success?
Information and Ticketing	<ul style="list-style-type: none"> <li>provide information on bus stop locations, service routes and timetable information</li> <li>provide info on public transport ticketing options</li> </ul>	TPC	On occupation and ongoing	Included in Travel Information Packs and leaflets
Liaison	<ul style="list-style-type: none"> <li>Contact local public transport operators with a view to obtaining ticket discounts for residents.</li> </ul>	TPC	Prior occupation, ongoing	Record discussions and draw up TP measures if appropriate
PARKING, PEDISTRIAN AND CYCLE PLAN		Actions		
		By Whom?	By When?	How to measure success?
Parking	<ul style="list-style-type: none"> <li>provide appropriate car parking facilities on site</li> </ul>	Developer	Prior to occupation	Suitable facilities provided prior to occupation.
Infrastructure	<ul style="list-style-type: none"> <li>parking bays provided on site</li> <li>turning head provided on site</li> <li>additional points of site access created to improve accessibility</li> </ul>	Developer	Prior to occupation	Suitable facilities provided prior to occupation.
Information	<ul style="list-style-type: none"> <li>provide information on recommended local pedestrian and cycle routes and the location of public transport links</li> <li>provide promotional material on health benefits and safety considerations of walking &amp; cycling</li> <li>Set up a site BUG</li> </ul>	TPC	On occupation and ongoing	Information included in Travel Information Packs and leaflets
Equipment	<ul style="list-style-type: none"> <li>Offer personal alarms and hi-visibility clothing</li> <li>Contact local cycle retailers / repair shops with a view to obtaining discounts for residents.</li> </ul>	TPC / Occupiers	On occupation and ongoing	Provision of equipment / discounts as required
Reducing the Need to Travel	<ul style="list-style-type: none"> <li>provide broadband internet access to facilitate home working, video conferencing, etc.</li> </ul>	Developer	Prior to occupation	Suitable facilities provided prior to occupation.
	<ul style="list-style-type: none"> <li>Make residents aware of local facilities to minimise journey distances.</li> </ul>	Occupiers	Ongoing	Reductions to average travel distances

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MONITOR & REVIEW	Actions		
	By Whom?	By When?	How to measure success?
<ul style="list-style-type: none"> <li>▪ Organise travel surveys</li> <li>▪ Review travel patterns, targets and proposed actions/measures</li> <li>▪ Submit Travel Plan update report to NCC</li> </ul>	TPC	Within 3 months of occupation	Include analysis of travel surveys results in update report, submitted & approved by NCC
<ul style="list-style-type: none"> <li>▪ Organise travel surveys</li> <li>▪ Review travel patterns, targets and proposed actions/measures</li> <li>▪ Submit Travel Plan update report to NCC</li> </ul>	TPC	Annually for a period of 5 years	Include analysis of travel surveys results in update report, submitted & approved by NCC



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